

## **Final Environmental Assessment**



### **2005 Base Realignment and Closure Seymour Johnson Air Force Base Goldsboro, North Carolina**



**U.S. AIR FORCE**



**July 2007**

Report Documentation Page				Form Approved OMB No. 0704-0188	
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1. REPORT DATE <b>JUL 2007</b>		2. REPORT TYPE		3. DATES COVERED <b>00-00-2007 to 00-00-2007</b>	
4. TITLE AND SUBTITLE <b>Final Environmental Assessment: 2005 Base Realignment and Closure Seymour Johnson Air Force Base Goldsboro, North Carolina</b>				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) <b>MWH Americas Inc,370 Interlocken Blvd Ste 300,Broomfield,CO,80021</b>				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT <b>Approved for public release; distribution unlimited</b>					
13. SUPPLEMENTARY NOTES					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT <b>Same as Report (SAR)</b>	18. NUMBER OF PAGES <b>191</b>	19a. NAME OF RESPONSIBLE PERSON
a. REPORT <b>unclassified</b>	b. ABSTRACT <b>unclassified</b>	c. THIS PAGE <b>unclassified</b>			



**FINDING OF NO SIGNIFICANT IMPACT (FONSI)/  
FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA)**

**1.0 Name of Proposed Action**

2005 Base Realignment and Closure (BRAC) action at Seymour Johnson Air Force Base (SJAFB), Goldsboro, North Carolina.

**2.0 Proposed Action**

The proposed action includes implementing the following recommendations: the United States Air Force would redistribute eight KC-135R aircraft to the 916th Air Refueling Wing (ARW) and establish a Centralized Intermediate Repair Facility (CIRF) for F100-220 engines from the 1<sup>st</sup> Fighter Wing at SJAFB. Seven infrastructure and facility construction projects were identified to improve and support the realignment action. This Environmental Assessment (EA) has been prepared in compliance with Air Force Instruction 32-7061, the Environmental Impact Analysis Process, as referenced in Section 989 of Title 32 Code of Federal Regulations.

**3.0 Alternatives to the Proposed Action**

The alternative to the proposed action considered in this EA is the no-action alternative, which means the proposed action would not take place and the directed realignment would not occur. Based on ACC mission requirements, No Action could affect the schedule for implementing BRAC 2005 actions.

**4.0 Summary of Environmental Effects**

The EA provides an analysis of the potential environmental consequences associated with the Proposed Action and the No Action Alternative. Fourteen resource categories received thorough evaluation to identify potential environmental consequences. The EA for the proposed BRAC action identified no significant impact on: land use, transportation, visual resources, socio-economics, infrastructure, air quality, noise, air space management, soils and geology, cultural resources, biological resources, water resources, hazardous materials and waste management, and safety. The proposed action would have positive benefits on infrastructure and socio-economics. Adverse effects, primarily from air quality and noise, would be minor and insignificant when compared to current conditions. This EA evaluated all direct, indirect, temporary, and cumulative impacts.

The following sections summarize each resource topic addressed.

#### *Land Use*

Construction projects under the proposed action would increase the amount of land covered by impervious surfaces by a negligible amount. Most of the proposed projects are occurring in developed areas of SJAFB. All of the proposed projects would occur in areas of the Base that are already designated for that type of activity.

#### *Transportation*

The increase in personnel due to the proposed action would increase demand on the transportation network. However, the regional and local transportation infrastructure is robust and able to accommodate the increased demand.

#### *Visual Resources*

The proposed action would occur in already developed areas, and projects would be designed to uphold the visual appearance standards of SJAFB.

#### *Socio-Economics*

The proposed action and realignment of personnel would increase the population of SJAFB. This would increase the demand for goods and services from the surrounding community. The number of community jobs created and the increase in estimated economic impact would be positive.

#### *Infrastructure*

SJAFB has adequate basic infrastructure to support the proposed action. The increase in personnel and activities would create additional demand and usage of basic utilities, but all systems and services have sufficient excess capacity to serve SJAFB.

#### *Air Quality*

Construction activities under the proposed action would have a temporary, negligible effect on air quality. The realignment of additional KC-135R aircraft would increase emissions from mobile sources. This increase is negligible compared to the current, overall regional mobile emissions. The expansion of the CIRF facility would cause an increase in jet engine testing activity. Jet engine testing is a point source that is specifically regulated under SJAFB's North Carolina Department of Environment and Natural Resources (NCDENR) Air Permit. The increase in emissions is well under the established permit limits and is negligible compared to total point source emissions from the Base. The proposed action would also increase painting operations and move the location of several paint and blasting booths, also point sources regulated under the NCDENR Air Permit. The expected increase in painting activities and emissions would not exceed permit limits and would not be a significant increase in emissions. However, the modification of the paint booth point sources would require SJAFB to revise their permit. The increase in population due to the proposed action would also increase emissions in the region, but because of the small percentage increase in population, the air quality effects are expected to be negligible. Wayne County is currently in attainment for all criteria pollutants under the U.S. Environmental Protection Agency's National

Ambient Air Quality Standards. The proposed action would not affect Wayne County's attainment status.

#### *Noise*

The proposed action would add eight KC-135R aircraft to the 916 ARW, doubling the current number. Aircraft sorties, takeoffs, and landings would increase. Noise associated with aircraft operations would also increase, including increased engine testing from the expanded CIRF. Day-Night Noise Level contours are used to model noise-producing activities and to provide guidelines for compatible land-use in the surrounding community. An analysis using Base-specific data in the Air Force approved NOISEMAP computer program found that the proposed action would increase the land underneath the contours by a negligible amount.

#### *Air Space Management*

The proposed increase in KC-135R aircraft would increase the number of aircraft operations at SJAFB. However, SJAFB has successfully operated with a larger number of aircraft. All scheduling of KC-135R and F-15E aircraft operations would have to be coordinated between the 4<sup>th</sup> Fighter Wing and the 916 ARW. No major air space conflicts are anticipated.

#### *Soils and Geology*

Localized minor soil disturbances are anticipated with construction activities. Any disturbances can be mitigated using proper construction techniques. No long-term effects are expected.

#### *Cultural Resources*

Cultural resources at SJAFB would not be affected by the proposed action.

#### *Biological Resources*

The proposed action projects are located in developed portions of SJAFB and would not affect terrestrial biological communities. The increase in aircraft and aircraft operations would increase the likelihood of bird-aircraft strikes. SJAFB would follow protocol to minimize strikes under the Bird-Aircraft Strike Hazard Plan. The proposed projects are not located near any wetlands. No federally listed threatened or endangered species are found at SJAFB.

#### *Water Resources*

A negligible increase of impervious area is expected with the proposed action projects. Since the development is occurring in developed areas of SJAFB, no significant impact is expected for surface water flow and groundwater infiltration.

The proposed location for one project, the expansion of the propulsion shop for the CIRF facility, is within the 100-year flood plain. Executive Order (E.O.) 11988, Floodplain Management, directs federal agencies to reduce the risk of flood loss and minimize the impact of floods on human safety and welfare. E.O. 11988 requires federal agencies to avoid new construction in floodplains. The order requires that if no practicable

alternative exists for the proposed construction project, the agency must include all reasonable measures to minimize potential risk and harm from location in the floodplain.

The proposed project is an expansion of the existing CIRF facility; therefore, it cannot be located elsewhere. Demolition and construction of an entirely new facility outside the floodplain would be impracticable and cost-prohibitive, since the facility is fully-functional at the current location. Floodplain mitigation measures to protect the new addition were also found to be impractical. Raising the elevation of the new addition above the floodplain would impair the functionality and mission capability of the CIRF. The proposed construction of the new addition would not alter the floodplain or affect any other structures or areas.

In accordance with E.O. 11988 and the above information, there is no practicable alternative to constructing the proposed addition to the CIRF within the floodplain, and all reasonable measures to minimize harm have been included.

#### *Hazardous Materials and Waste Management*

Solid waste would temporarily increase during construction activities. Any asbestos or lead-containing debris encountered would be regulated by the existing SJAFB Asbestos Management Plan and Lead-Based Paint Management Plan. Waste generation would negligibly increase with the additional Base operations and personnel. The proposed action would not affect any remediation sites on Base.

#### *Safety*

Best management practices and standard safety requirements would be followed during construction activities. All safety issues under the proposed action would be managed by the current Bird-Aircraft Strike Hazard Plan and the Accident Potential Zones identified in the SJAFB Air Installation Compatible Use Zone report.

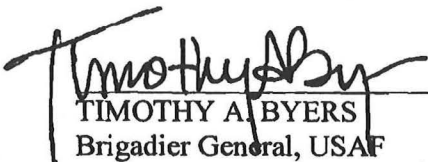
#### *Cumulative Effects*

The proposed action was compared to other past, present, and reasonably foreseeable actions in the area. Program Budget Decision-720 would decrease the number of personnel at SJAFB by the year 2012. This draw-down would counteract the increase in personnel from the proposed action. No effects are anticipated from the irreversible and irretrievable commitment of resources that would be associated with the proposed action.

### **5.0 Finding of No Significant Impact / Finding of No Practicable Alternative**

The EA concludes that implementing the 2005 BRAC action at SJAFB would have no significant impact on environmental resources. Additionally, in accordance with E.O. 11988, the EA concludes that there is no practicable alternative to the expansion of the CIRF within the 100-year floodplain, and that it includes all reasonable measures to minimize harm. Individual projects would be reviewed prior to implementation to ensure that there have been no substantial changes in scope and that no circumstances have arisen requiring further analysis into environmental regulation or conditions. Should there be any substantial changes in scope, SJAFB will undertake appropriate

supplemental analysis to evaluate the effects of the change in proposed action. Based on the analysis described in the EA, which is hereby incorporated by reference, I find no significant impact is anticipated from implementation of the proposed action. Therefore, issuance of a Finding of No Significant Impact (FONSI) is warranted, and an environmental impact statement is not required. Pursuant to E.O. 11988, the authority delegated in Secretary of the Air Force Order (SAFO) 791.1, and taking the above information into account, I find that there is no practicable alternative to this action and that the proposed action includes all practicable measures to minimize harm to the environment.

  
TIMOTHY A. BYERS  
Brigadier General, USAF  
Director of Installations and Mission Support (A7)

5 Jun 07  
Date



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**FINAL  
ENVIRONMENTAL ASSESSMENT  
2005 BASE REALIGNMENT AND CLOSURE**

**United States Air Force  
Air Combat Command  
Seymour Johnson Air Force Base  
Goldsboro, North Carolina**

**Reference:  
Contract No. DACW05-01-D-0018  
Delivery Order 21**

**JULY 2007**

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Appendix C	Affidavits of Publication and Notices of Availability
Appendix D	North Carolina State Clearinghouse Letter

## ACRONYMS AND ABBREVIATIONS

1 FW	1 <sup>st</sup> Fighter Wing
4 FW	4 <sup>th</sup> Fighter Wing
916 ARW	916 <sup>th</sup> Air Refueling Wing
ACM	Asbestos-Containing Materials
AEI	Air Emissions Inventory
AF	Air Force
AHMP	Asbestos Hazard Management Program
AICUZ	Air Installation Compatible Use Zone
AMP	Asbestos Management Plan
AST	Aboveground Storage Tank
Base	Seymour Johnson Air Force Base
BASH	Bird-Aircraft Strike Hazard
BRAC	Base Realignment and Closure
CAA	Clean Air Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CIRF	Centralized Intermediate Repair Facility
CoG	City of Goldsboro
CWA	Clean Water Act
dB	decibel
DNL	Day-Night Average Sound Levels
DoD	Department of Defense
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
E.O.	Executive Order
EPA	Environmental Protection Agency
ERP	Environmental Restoration Program
ESA	Endangered Species Act
FONPA	Finding of No Practicable Alternative
GPD	gallons per day
HAPs	Hazardous Air Pollutants
HWMP	Hazardous Waste Management Plan
INRMP	Integrated Natural Resources Management Plan
LBP	Lead-Based Paint
LHMP	Lead-Based Paint Hazardous Management Program
LINC	Log into North Carolina
LTO	Landing and Take Off Operation
mBTU	million British Thermal Units
mcf/d	million cubic feet per day
MGD	million gallons per day
MW	megawatt
NAAQS	National Ambient Air Quality Standards



## ACRONYMS AND ABBREVIATIONS

(Continued)

NCDHHS	North Carolina Department of Health and Human Services
NCDENR	North Carolina Department of Environment and Natural Resources
NCDOT	North Carolina Department of Transportation
NEPA	National Environmental Policy Act
PBD-720	Program Budget Decision 720
PM <sub>2.5</sub>	Particulate matter less than 2.5 microns
PM <sub>10</sub>	Particulate matter less than 10 microns
PVC	Polyvinyl Chloride
RCRA	Resource Conservation and Recovery Act
SCONC	State Climate Office of North Carolina
SIP	State Implementation Plan
SJAFB	Seymour Johnson Air Force Base
TAPs	Toxic Air Pollutants
TGO	Touch and Go
U.S.	United States
UST	Underground Storage Tank
USAF	United States Air Force
VOC	volatile organic compound
WINDO	Wing Infrastructure Development Outlook

## **EXECUTIVE SUMMARY**

### **Base Realignment and Closure Action and Environmental Impact Analysis Process**

This Environmental Assessment (EA) evaluates the environmental impacts from the 2005 Base Realignment and Closure (BRAC) action, as initiated by the Department of Defense (DoD), at Seymour Johnson Air Force Base (SJAFB) in Goldsboro, Wayne County, North Carolina. This EA has been prepared in compliance with Air Force Instruction 32-7061, the Environmental Impact Analysis Process, as referenced in Section 989 of Title 32 *Code of Federal Regulations*.

The 2005 BRAC directives have ordered realignment activities at SJAFB in accordance with DoD's mission to achieve the most effective military base structure. The realignment activities affecting SJAFB are the addition of eight KC-135R aircraft to the 916<sup>th</sup> Air Refueling Wing (916 ARW), and the expansion of the Centralized Intermediate Repair Facility (CIRF) for F100-220 engines from the 1st Fighter Wing.

### **Purpose and Need for Action**

Seven projects have been identified to improve Base infrastructure to allow SJAFB to effectively support the realignment action. Projects include adding to or expanding support operations for the aircraft realignment and the CIRF expansion.

### **Proposed Action and Alternatives**

The analysis evaluates the seven projects identified as needed to accommodate the BRAC action. The no-action alternative was also evaluated. Based on ACC mission requirements, No Action could affect the schedule for implementing BRAC 2005 actions.

### **Summary of Environmental Consequences**

This EA provides an analysis of the potential environmental consequences of the proposed BRAC action. A summary of each environmental resource affected by the proposed action is provided below.

### *Land Use*

Construction projects under the proposed action would increase the amount of land covered by impervious surfaces by a negligible amount. Most of the proposed projects are occurring in developed areas of SJAFB. All of the proposed projects would occur in areas of the Base that are already designated for that type of activity.

### *Transportation*

The increase in personnel due to the proposed action would increase demand on the transportation network. However, the regional and local transportation infrastructure is robust and able accommodate the increased demand.

### *Visual Resources*

The proposed action would occur in already developed areas, and projects would be designed to uphold the visual appearance standards of SJAFB.

### *Socio-Economics*

The proposed action and realignment of personnel would increase the population of SJAFB. This would increase the demand for goods and services from the surrounding community. The number of community jobs created and the increase in estimated economic impact would be positive.

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SJAFB has adequate basic infrastructure to support the proposed action. The increase in personnel and activities would create additional demand and usage of basic utilities, but all systems and services have sufficient excess capacity to serve SJAFB. .

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Construction activities under the proposed action would have a temporary, negligible effect on air quality. The realignment of additional KC-135R aircraft would increase emissions from mobile sources. This increase is negligible compared to the current, overall regional mobile emissions. The expansion of the CIRF facility would cause an increase in jet engine testing activity. Jet engine testing is a point source that is

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### *Water Resources*

A negligible increase of impervious area is expected with the proposed action projects. Since the development is occurring in developed areas of SJAFB, no significant impact is expected for surface water flow and groundwater infiltration.

The proposed location for one project, the expansion of the propulsion shop for the CIRF facility, is within the 100-year flood plain. Executive Order (E.O.) 11988, Floodplain Management, directs federal agencies to reduce the risk of flood loss and minimize the impact of floods on human safety and welfare. E.O. 11988 requires federal agencies to avoid new construction in floodplains. The order requires that if no practicable alternative exists for the proposed construction project, the agency must include all reasonable measures to minimize potential risk and harm from location in the floodplain.

The proposed project is an expansion of the existing CIRF facility; therefore, it cannot be located elsewhere. Demolition and construction of an entirely new facility outside the floodplain would be impracticable and cost-prohibitive, since the facility is



fully-functional at the current location. Floodplain mitigation measures to protect the new addition were also found to be impractical. Raising the elevation of the new addition above the floodplain would impair the functionality and mission capability of the CIRF. The proposed construction of the new addition would not alter the floodplain or affect any other structures or areas.

In accordance with E.O. 11988 and the above information, there is no practicable alternative to constructing the proposed addition to the CIRF within the floodplain, and all reasonable measures to minimize harm have been included.

#### *Hazardous Materials and Waste Management*

Solid waste would temporarily increase during construction activities. Any asbestos or lead-containing debris encountered would be regulated by the existing SJAFB Asbestos Management Plan and Lead-Based Paint Management Plan. Waste generation would negligibly increase with the additional Base operations and personnel. The proposed action would not affect any remediation sites on Base.

#### *Safety*

Best management practices and standard safety requirements would be followed during construction activities. All safety issues under the proposed action would be managed by the current Bird-Aircraft Strike Hazard Plan and the Accident Potential Zones identified in the SJAFB Air Installation Compatible Use Zone report.

#### *Cumulative Effects*

The proposed action was compared to other past, present, and reasonably foreseeable actions in the area. Program Budget Decision-720 would decrease the number of personnel at SJAFB by the year 2012. This draw-down would counteract the increase in personnel from the proposed action. No effects are anticipated from the irreversible and irretrievable commitment of resources that would be associated with the proposed action.

## **Conclusion**

The proposed BRAC action occurring at SJAFB would have no significant impact on the surrounding environment. Any changes to the proposed action must be evaluated for their environmental effects.

## **1.0 PURPOSE AND NEED FOR ACTION**

### **1.1 INTRODUCTION**

In an effort to achieve and maintain the most effective Base structure for the United States (U.S.) Armed Forces, the Department of Defense (DoD) initiated the Base Realignment and Closure (BRAC) process. BRAC is a cooperative effort between the President, the Congress, and the military and local communities to reorganize the DoD installation infrastructure to more efficiently support its forces, increase operational readiness, and facilitate new ways of doing business.

DoD recommendations for the 2005 round of BRAC were developed in a process that began in 2001. The BRAC recommendations were developed by the military services and seven joint cross-service groups in consultation with the combatant commanders. Each recommendation was created under the procedures established in the Base Closure and Realignment Act of 1990 (Public Law 101-510), as amended.

To ensure the integrity of the BRAC process and build upon the processes used in previous BRAC efforts, the Congress established the 2005 BRAC Commission. The Commission's mission was to assess whether the DoD recommendations substantially deviated from the Congressional criteria used to evaluate each military Base. While giving priority to the criteria of military value, the Commission also took into account the human impact of the Base closures and considered the possible economic, environmental, and other effects on the surrounding communities. As directed by law, the Commission provided an objective, non-partisan, and independent review and analysis of the list of military installation recommendations issued by the DoD.

The 2005 BRAC Commission recommendations became law on 9 November 2005 in accordance with the Base Closure and Realignment Act of 1990. The Commission has directed realignment activities at Seymour Johnson Air Force Base (SJAFB or Base) in Goldsboro, North Carolina. The proposed realignment action would realign SJAFB by stationing eight additional KC-135R aircraft at the Base and expanding the Centralized Intermediate Repair Facility (CIRF) for F-100-220 engines. This Environmental Assessment (EA) is prepared to determine the environmental effects of the BRAC action. This EA has been prepared in accordance with provisions of Title 32 *Code of Federal Regulations* (CFR) Section 989 (32 CFR 989) and Air Force Instruction 32-061, the Environmental Impact Analysis Process (EIAP).

The analyses in this EA are based on the best available information for the seven projects required to implement the 2005 BRAC Commission recommendations at SJAFB. The projects are described in Section 2.0, Description of Proposed Action and Alternatives.

## **1.2 BACKGROUND**

SJAFB is located in Goldsboro, Wayne County, North Carolina (Figure 1-1). The Base lies in the Coastal Plain Physiographic Province and is bordered by the Neuse River to the southwest, Stoney Creek to the northwest, urban areas associated with Goldsboro to the north and northeast, and agricultural and forested lands with some residential development to the east and southeast. The Base is located on approximately 3,233 acres. Most of SJAFB is developed or maintained. The southern portion of the Base consists of the airfield and flightline. The northeastern limit of the Base consists of single-family housing. The remainder of the Base is a mix of residential areas, recreation areas, a variety of support buildings, training areas, and a few forested areas along Stoney Creek.

SJAFB is home to the 4th Fighter Wing (4 FW) and 916th Air Refueling Wing (916 ARW). The 4 FW is home to the F-15E Strike Eagle and provides worldwide deployable aircraft and personnel capable of executing combat missions in support of the Aerospace Expeditionary Force. The 4 FW also provides logistical support to an Air Force Reserve Wing, the 916 ARW, which is responsible for maintaining and operating the KC-135R Stratotankers (SJAFB, 2007a; 2007b).

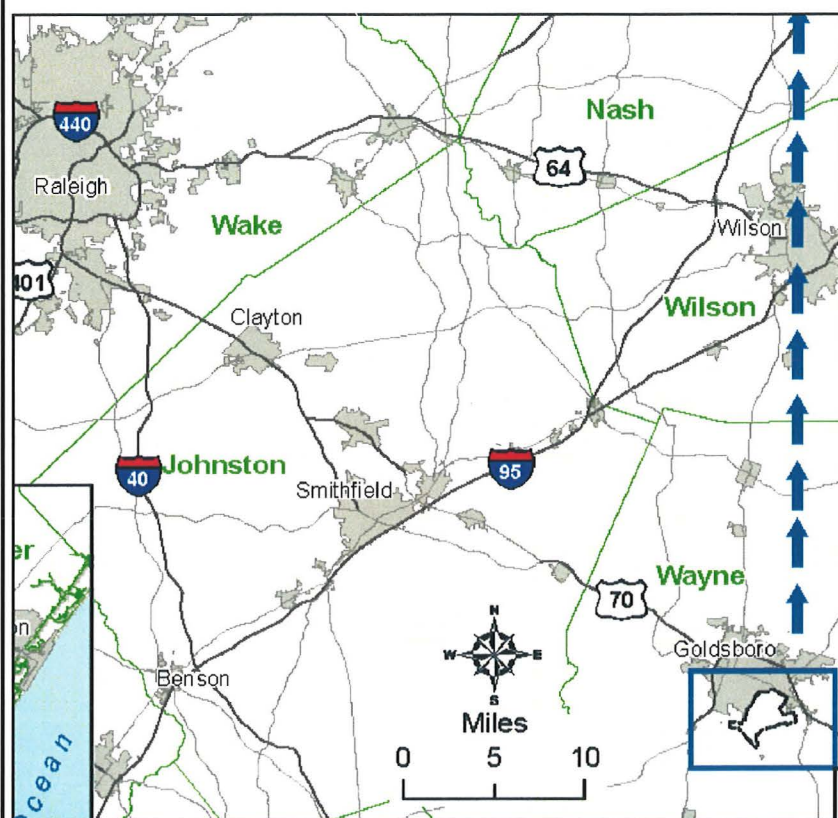
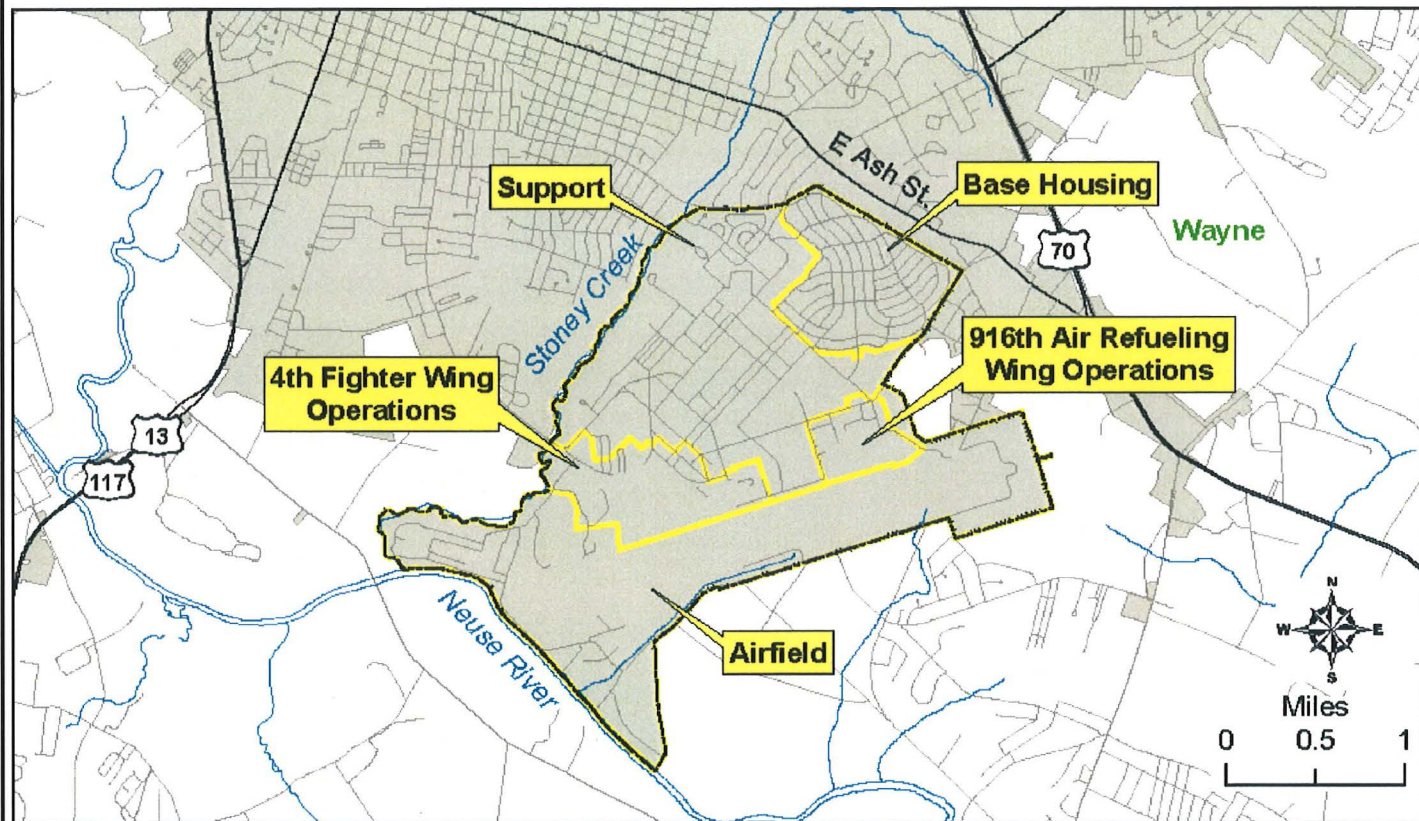
SJAFB was established in 1942 during the Second World War as Headquarters, Technical School and Army Air Forces Technical Training Command. In 1943, the Provisional Overseas Replacement Training Center was added as a secondary mission to prepare officers and enlisted men for overseas duty. The Base became the home of the 75<sup>th</sup> Training Wing and the 326<sup>th</sup> Fighter Group, providing Army Air Corps and replacement pilots for the P-47 Thunderbolt Aircraft. At the end of the Second World War, SJAFB was designated as a Central Assembly Station for processing and training military personnel being reassigned throughout the continental U.S. and the Pacific. The Base was deactivated in 1946.

In late 1952, the U.S. Army Corps of Engineers demolished old buildings and began construction of new ones. On April 1, 1956, SJAFB was reactivated as a Tactical Air Command Base. Three months later, the 83<sup>rd</sup> Fighter-Day Wing was assigned to the Base as a primary or host unit. The 4 FW replaced the 83<sup>rd</sup> Wing in December 1957.

SJAFB was annexed by the City of Goldsboro on February 7, 1977, although zoning authority for the Base was retained by the Base (SJAFB, 2007c).

On June 1, 1992, the U.S. Air Force (USAF) reorganized, and SJAFB became an Air Combat Command installation. Currently, the 4 FW is the host unit at SJAFB. Since reopening in 1952, the Base has been home to B-52 bombers, KC-10 and KC-135 tankers under the Strategic Air Command, and F-4 and F-16 fighters under the Tactical Air Command. Fighter groups and other personnel from SJAFB have participated successfully in numerous engagements during the Second World War, and in Korea, Vietnam, the Persian Gulf, Afghanistan, and Iraq.





ENVIRONMENTAL ASSESSMENT - 2005  
 BASE REALIGNMENT AND CLOSURE - SEYMOUR  
 JOHNSON AFB - JULY 2007

SEYMOUR JOHNSON AFB LOCATION MAP

FIGURE 1-1



The 4 FW has about 4,500 combat ready, active duty members capable of responding to a crisis anywhere in the world. The 4 FW is authorized 87 F-15E Strike Eagles, and accomplishes its operational mission with the 96 F-15E Strike Eagles currently based at SJAFB. The F-15E is a dual role fighter that can fight its way to a target over long ranges, destroy enemy ground targets, and then fight its way out. The 4 FW's mission includes maintaining capability to perform a variety of counter air strikes and deliver weapons in support of air and ground forces. Major groups within the 4 FW include the 4<sup>th</sup> Operations Group, 4<sup>th</sup> Maintenance Group, 4<sup>th</sup> Mission Support Group, and 4<sup>th</sup> Medical Group (SJAFB, 2007a).

### **1.3 PURPOSE AND NEED**

The purpose of the proposed action is to carry out the BRAC Commission recommendations that became law on 9 November 2005, in accordance with the Base Closure and Realignment Act of 1990, as amended. One part of the recommended BRAC action would expand the CIRF for F100-220 engines at SJAFB by realigning Base-level F100-220 engine intermediate maintenance for the 1<sup>st</sup> Fighter Wing (1 FW) from Langley Air Force Base in Virginia. The other part of the BRAC action would transfer eight KC-135R aircraft to SJAFB, where the Base would host a new active duty Air Mobility Command associate unit of the 916 ARW, the 911 Air Refueling Squadron.

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## **2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES**

### **2.1 PROPOSED ACTION**

This EA is being prepared to evaluate the effects of the BRAC-mandated action set to occur at SJAFB. In order to implement the BRAC action SJAFB needs facilities and infrastructure to support the increase in aircraft and personnel due to the standup of a new active duty squadron and the expansion of the CIRF. Seven projects have been identified that fulfill the needs of the growing mission at SJAFB. The proposed projects are designed to provide SJAFB with the resources the Base needs to support the CIRF and the new active duty squadron and eight additional aircraft. Each proposed project is outlined in Table 2-1. The location of each proposed project is shown in Figure 2-1. Additional information regarding the projects is provided in Appendix A.

The effects of the proposed action are discussed in this EA. However, it is likely that only a portion of the projects would take place at any one time.

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**Table 2-1 Proposed Action Descriptions**

<b>Project Number</b>	<b>Proposed Action</b>	<b>Project Location</b>	<b>Purpose and Need</b>	<b>Added Area (square feet)</b>
VKAG 06-3002	Addition to F-100 Propulsion Shop for CIRF F-100-220 engines	4 FW Flightline Support Area – Addition to Bldg 2121	Increase the size of the propulsion shop to accommodate the new CIRF	3,000
VKAG 06-3005	Add/Alter Hanger for KC-135 Operations, Life Support, and AMU	916 ARW Flightline Support Area – Addition to Bldg 4909	Increase size of hanger for KC-135 operations, life support, and AMU to support the additional personnel and aircraft associated with the new active duty squadron	50,967
VKAG 06-3008	Add/Alter KC-135 Maintenance Shops	916 ARW Flightline Support Area – Addition to Bldg 4908	Increase the size of the maintenance shop to adequately maintain and repair the additional eight aircraft	5,468
VKAG 06-3009	Construct KC-135 Simulator Building	916 ARW Flightline Support Area – Construct new building north of Bldg 4909	With the standup of an active duty squadron, a KC-135 Simulator Building is needed to properly train and maintain flight currency for all flight personnel	9,149
VKAG 06-3010	Construct KC-135 Corrosion Control Hanger; Demolish old Hanger	916 ARW Flightline Support Area – Demolish Bldg 4821, construct new building at the same location	Provide a new facility that can accommodate the additional aircraft and support the new active duty squadron.	28,245
VKAG 06-3013	Addition to KC-135 Parts Store	916 ARW Flightline Support Area – Addition to Bldg 4810	Increase the size of the KC-135 parts store to accommodate an adequate amount of supplies needed to maintain the additional eight aircraft	9,117
VKAG 06-3014	Construct Flightline Kitchen	4 FW Flightline Support Area – New construction east of Bldg 4600	Construct a new flightline kitchen to accommodate increase in personnel.	2,400

**Key:**

AMU – Aircraft Maintenance Unit

ARW – Air Refueling Wing

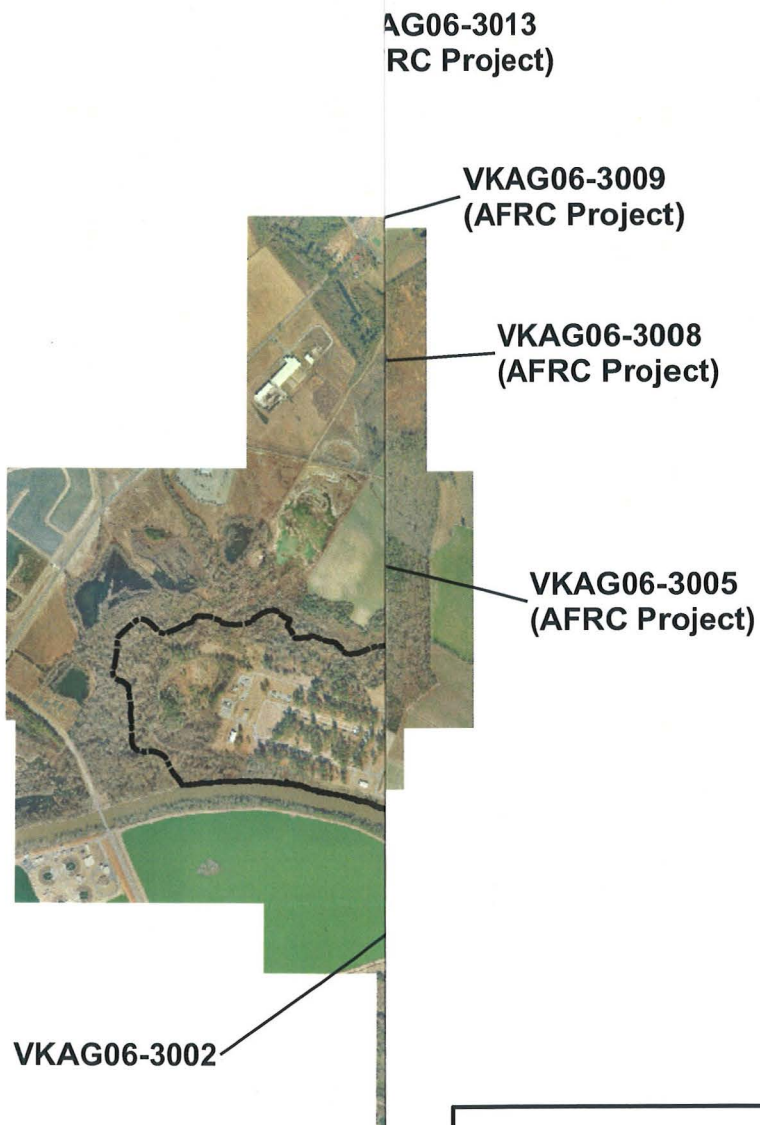
Bldg – Building

Source: SJAFB, 2006a


CIRF – Centralized Intermediate Repair Facility

FW – Fighter Wing

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**Legend:**

- Street
-  Base Boundary



**MWH**

ENVIRONMENTAL ASSESSMENT - 2005  
BASE REALIGNMENT AND CLOSURE - SEYMOUR  
JOHNSON AFB - JULY 2007

BRAC PROJECT LOCATIONS

FIGURE 2-1



## **2.2 ALTERNATIVES TO THE PROPOSED ACTION**

In order to meet the identified purposes and needs, any new buildings, building additions and infrastructure improvements would be built within the same general vicinity or area identified above. If alternative sites are considered, the benefits and environmental effects would be similar to those identified in this EA.

Section 1502.14 (d) of the National Environmental Policy Act (NEPA) of 1969 regulations requires the alternatives analysis to "include the alternative of no action." There are two distinct interpretations of "no action" that must be considered, depending on the nature of the proposal being evaluated. The first situation, and the one that applies to this EA, includes "no action" meaning that operations would be continued with the present course of action until that action is changed. The second situation includes "no action" meaning that the proposed activity would not take place, and the resulting environmental effects from taking no action would be compared with the effects of permitting the proposed activity. The regulations also require the analysis of the no-action alternative even if the agency is under a court order or BRAC-directed command to act.

At this time, the proposed action alternative and the no-action alternative are the two alternatives discussed in this EA.

## **2.3 NO-ACTION ALTERNATIVE**

Under the No-Action Alternative, none of the identified purposes and needs would be met. As a result, no positive or negative environmental effects resulting from the proposed action would occur; however, this alternative would not allow the USAF to comply with the decisions of BRAC 2005. Many BRAC actions are tied together. Not performing this action would, in turn, affect several other BRAC actions. Also, since BRAC has been passed into law, this alternative would not comply with the intent of the Secretary of Defense, the President, and Congress.

## **2.4 ENVIRONMENTAL IMPACT ANALYSIS PROCESS**

This EA has been prepared in compliance with 32 CFR 989, the EIAP, and NEPA. NEPA is the national requirement for identifying environmental consequences of federal actions. NEPA ensures that environmental information is available to the public, agencies, and the decision-maker before decisions are made and before actions are taken. Environmental effects have been assessed using technical experts in each field of interest and through coordination with local, state, and federal environmental agencies.

#### **2.4.1 Public and Agency Involvement**

The proposed BRAC action, which makes up the Proposed Action Alternative, was discussed in a publicly-held Wayne County Board of Commissioners meeting held on 7 June 2005. The minutes from this meeting are included in Appendix B. The EA was available for public comments from 30 March to 30 April 2007 prior to finalization. The public comment period was announced in three area newspapers; Goldsboro News-Argus, Mount Olive Tribune, and Kinston Free Press. The affidavits of publication and copies of the notices of availability are presented in Appendix C. A letter from the North Carolina Department of Administration, dated May 29, 2007, stated that no comments were made by any state or local agencies on the Draft Environmental Assessment. A copy of this letter is included in Appendix D.

#### **2.4.2 Regulatory Compliance**

##### **2.4.2.1 Federal Regulatory Requirements**

###### **Air Quality**

The Clean Air Act (CAA) of 1990 establishes federal policy to protect and enhance the quality of the nation's air resources to protect human health and the environment. The CAA requires that adequate steps be implemented to control the release of air pollutants and prevent significant deterioration of air quality. The CAA also requires federal agencies to ensure that any proposed actions within non-attainment areas of a state conform to the State Implementation Plans (SIP) for attainment of air quality goals.

###### **Water Resources**

The Clean Water Act of 1977 (CWA) and the Water Quality Act of 1987 establish federal policy to restore and maintain the chemical, physical, and biological integrity of the nation's waters and, where attainable, to achieve a level of water quality that provides for the protection and propagation of fish, shellfish, wildlife, and recreation in and on the water. The U.S. Army Corps of Engineers is the authorized agency to grant permits for impacts to the nation's waters.

###### **Hazardous Material and Wastes**

Hazardous materials and wastes are subject to regulation under the: Solid Waste Disposal Act (as amended by the Resource Conservation and Recovery Act [RCRA]); Comprehensive Environmental Response, Compensation and Liability Act (CERCLA); Toxic Substances Control Act; CWA; and the CAA.

###### **Floodplains**

Executive Order (E.O.) 11988 states that federal agencies shall take actions to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains wherever there is a practicable alternative. When no practicable alternative exists, projects must be evaluated to determine their potential impacts on regulated floodways.



Encroachment on a regulated floodway normally requires a 'no impact' certification that there would be no increase in the 100-year flood elevation, and a Finding of No Practicable Alternative (FONPA) prior to implementation.

### **Biological Resources**

The Endangered Species Act (ESA) of 1973 requires that federal agencies, in consultation with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service, use their authority to assist in carrying out federal programs of the conservation of threatened or endangered species. These agencies also ensure that any project, that is either funded, authorized, or constructed by the federal government, is not likely to jeopardize the continued existence of such threatened or endangered species or result in the destruction or adverse modification of their habitat.

### **Cultural Resources**

The BRAC action is subject to compliance with Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations of compliance with Section 106, codified as 36 CFR 800.

#### **2.4.2.2 State and Local Regulatory Requirements**

##### **Hazardous Materials and Wastes**

The North Carolina Department of Environment and Natural Resources (NCDENR), Division of Waste Management, issues permits that identify and specify wastes and associated management practices in accordance with the North Carolina Hazardous Waste Management Rules, as stated in section 15A of the North Carolina Administrative Code, subpart 13A.

Building demolition or renovation projects might disturb asbestos-containing material (ACM). Such disturbances can result in the production of asbestos-containing dust that could contaminate a structure and are regulated under the North Carolina Asbestos Hazard Management Program (AHMP). The AHMP is administered by the North Carolina Department of Health and Human Services (NCDHHS), Division of Public Health, and was established under North Carolina General Statutes 130A-444-452 – Asbestos Management. The AHMP rules adopted the National Emission Standards for Hazardous Air Pollutants relating to asbestos demolition and renovation by reference.

The North Carolina Lead-Based Paint Hazardous Management Program (LHMP) (North Carolina General Statute 130A-453.01-453.11), administered by Health Hazards Control of the NCDHHS, Division of Public Health, provides information to the public, businesses, and industry about this health hazard and controls or prevents lead poisoning. The LHMP certifies firms and individuals conducting lead-based paint (LBP) management activities and issues permits for LBP abatements.

### Biological Resources

Animals or plants with a state designation of endangered, threatened or special concern are granted protection by the North Carolina ESA (General Statutes 113-331 to 113-337) and the State of North Carolina Plant Protection and Conservation Act of 1979 (General Statutes 196:106-202.12 to 106-202.19). Federal agencies are not required to manage state listed species. However, they are encouraged to incorporate such species in management plans.

### Permit Requirements

Permits that are anticipated to be required for the BRAC activities at SJAFB are listed in Table 2-2. Additional forms and reports may be required under unforeseen circumstances.

**Table 2-2 Environmental Permits**

Permit	Administered By	Issues Addressed
Sedimentation and Erosion Control Permit	NCDENR – Division of Land Resources, Land Quality Section	Sedimentation and Erosion Control during construction activities
Asbestos Permit Application and Notification for Demolition/Renovation	Health Hazards Control Unit-NCDHHS – Division of Public Health	Asbestos monitoring and disposal from renovated or demolished facilities
North Carolina Lead-based Paint Abatement Permit	Health Hazards Control Unit-NCDHHS – Division of Public Health	Lead-based paint disposal from renovated or demolished facilities.
Floodplain Development Permit	Wayne County Flood Damage Prevention Ordinance	Construction activities within designated floodplains.
Air Permit	NCDENR – Division of Air Quality	Air permit for modification and/or change of activities for emission sources

**Key:**

NCDENR – North Carolina Department of Environment and Natural Resources

NCDHHS – North Carolina Department of Health and Human Services

### 3.0 AFFECTED ENVIRONMENT

This section establishes the baseline environment and the resources that would be affected by the proposed action. The environment is described in its present state and sets the foundation for comparison and analysis of the environmental consequences of the proposed action in Section 4.0.

#### 3.1 LAND USE

SJAFB covers 3,233 acres within the city limits of Goldsboro, North Carolina. The Base is located in the southeastern portion of the city. Goldsboro is the county seat and largest municipality, located in the center of Wayne County in east-central North Carolina (Figure 1-1).

Land use at SJAFB is divided in to the following four categories:

- Land under impervious surfaces – areas under constructed surfaces (e.g., building footprints, parking areas, roadways, airfield pavements, etc.)
- Improved grounds – areas where intensive maintenance is regularly performed (e.g., lawns, athletic fields, green spaces, and golf course greens and fairways)
- Semi-improved grounds – areas where periodic maintenance is performed for operational or aesthetic reasons (e.g., grounds adjacent to flightline areas, gun ranges, picnic areas, and golf course roughs)
- Unimproved grounds – areas where minimal or no maintenance is performed (e.g., open spaces, forests, croplands, wetlands, bodies of water)

Table 3-1 presents the total acres and percent coverage for the four land use categories.

**Table 3-1 SJAFB Land Use**

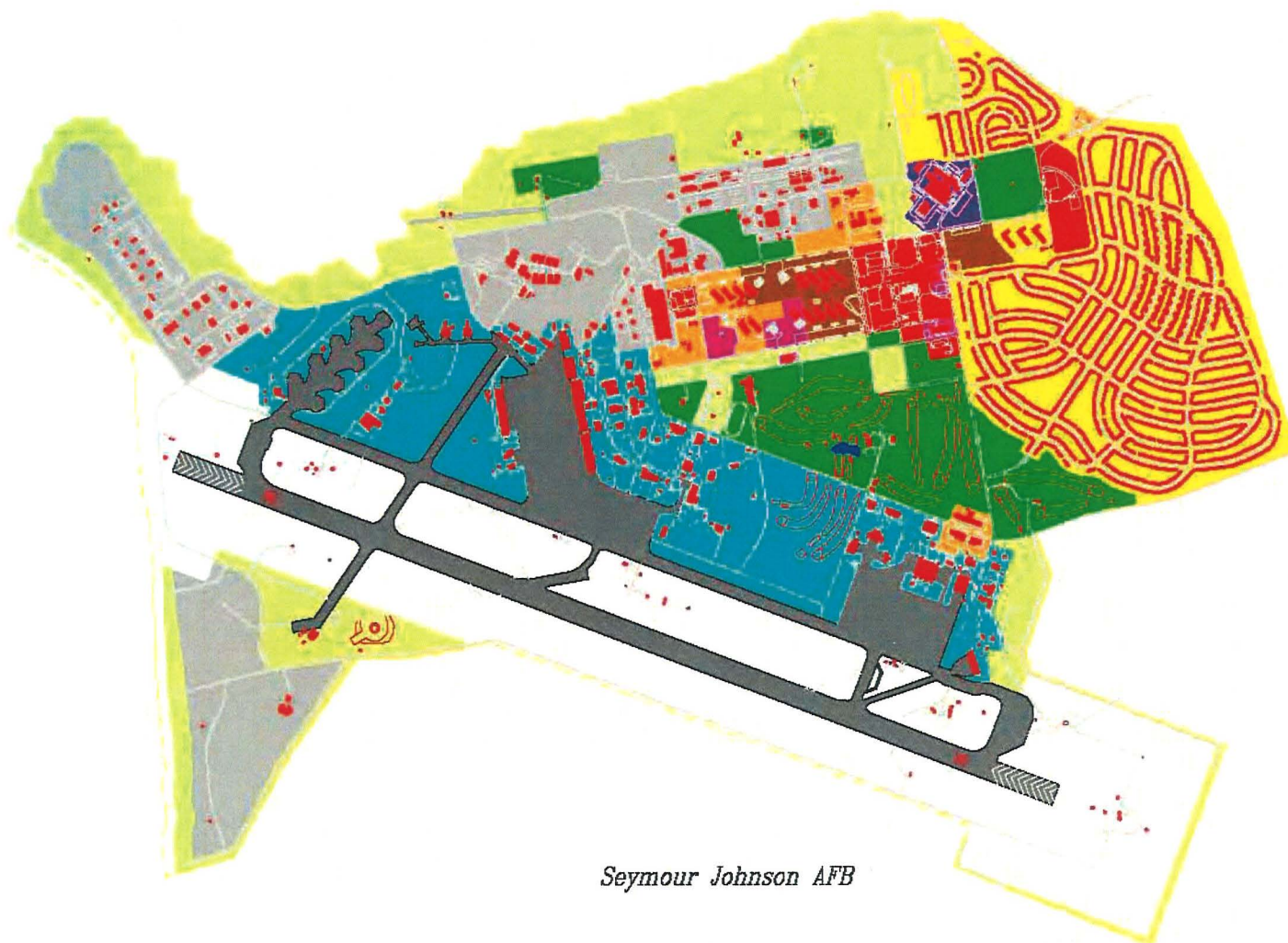
<b>Land Use Type</b>	<b>Acres</b>	<b>Percent (%) Coverage</b>
Land under impervious surfaces	803	25%
Improved grounds	1,328	41%
Semi-improved grounds	698	22%
Unimproved grounds	404	12%
<b>TOTAL</b>	<b>3,233</b>	<b>100%</b>

Source: SJAFB, 2002a

Operational land use is the area of land classified by an associated Base activity. Each operational land use area may encompass several different land use types. The operational land use classifications at SJAFB are shown on Figure 3-1 and consist of:

- Airfield – Areas including the runway, taxiways, aprons, accident prevention clear zones

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# LEGEND

- INSTALLATION BOUNDARY
- AIRFIELD
- AIRFIELD PAVEMENT
- AIR OPS/MAINT
- INDUSTRIAL
- ADMINISTRATION
- COMMUNITY COMMERCIAL
- COMMUNITY SERVICE
- MEDICAL
- HOUSING (accompanied)
- HOUSING (unaccompanied)
- OUTDOOR RECREATION
- OPEN SPACE
- WATER (ponds,lakes)

*Seymour Johnson AFB*



NOT TO SCALE



Environmental Assessment - 2005 Base Realignment  
and Closure - Seymour Johnson AFB - July 2007

SEYMOUR JOHNSON AFB OPERATIONAL LAND USE MAP

FIGURE 3-1



- Aircraft Operations and Maintenance – Areas including hangars, tarmacs, maintenance shops, and aircraft support buildings.
- Industrial – Areas including warehouses, storage facilities, engineering and support buildings, railroad facilities, and the main power plant.
- Administrative – Areas including Base offices and support facilities.
- Community (Commercial) – Areas including the Commissary and the Base Exchange Complex.
- Community (Service) – Areas including the chapel and religious education center.
- Medical – Areas including the hospital and dental clinic.
- Housing (Accompanied) – Areas including Base military family housing.
- Housing (Unaccompanied) – Areas including Base dormitories.
- Outdoor recreation – Areas including athletic fields, golf course, picnic areas, and nature trails.
- Open space – Areas that have no regular usage.
- Water – Neuse River, Stoney Creek, and golf course ponds.

Table 3-2 presents the total acres and percent coverage for operational land use categories.

**Table 3-2      SJAFB Operational Land Use**

<b>Operational Land Use Type</b>	<b>Acres</b>	<b>Percent (%) Coverage</b>
Airfield	1,075	33.3%
Aircraft Operations and Maintenance	317	9.8%
Industrial	432	13.4%
Administrative	73	2.3%
Community (Commercial)	58	1.8%
Community (Service)	8	0.2%
Medical	22	0.7%
Housing (Accompanied)	460	14.2%
Housing (Unaccompanied)	38	1.2%
Outdoor Recreation	285	8.8%
Open Space	462	14.3%
Water	3	0.1%
<b>TOTAL</b>	<b>3,233</b>	<b>100%</b>

Source: SJAFB, 2002a



## **3.2 TRANSPORTATION**

### **3.2.1 Ground Transportation**

The Goldsboro region is served by two major highways: U.S. Highway 117 (north-south) and U.S. Highway 70 (east-west). The two highways connect Goldsboro to nearby major interstates and other regions of North Carolina.

The North Carolina Department of Transportation Planning Branch has issued the 2030 Goldsboro Urban Area Long Range Transportation Plan. This report summarizes the current state of all modes of transportation and their associated impacts in the Goldsboro Area. The report also outlines areas of concern and current and future projects to address the long-term transportation needs of the Goldsboro area. Projects considered include: the on-going project to widen new bypasses for US-70, US-117, and other highways; the feasibility of passenger and commuter rail service in the region; and the impacts of the Kinston Global TransPark (NCDOT, 2004).

Locally, Goldsboro is served by a network of arterial, collector, and local streets.

SJAFB is connected to the surrounding community via three entrances. The majority of traffic enters and exits the Base via the main gate at the north end of the Base along South Berkeley Boulevard. SJAFB has its own network of arterial, collector, and local streets. Parking areas are situated near the various buildings around the Base.

Goldsboro also has local and regional bus service, bicycle and pedestrian paths, and two freight rail lines, one of which services SJAFB (NCDOT, 2004).

### **3.2.2 Air Transportation**

The Kinston Regional Jetport, located 20 miles southeast of Goldsboro in neighboring Lenoir County, is part of the Kinston Global TransPark industry development project. The jetport has 11,500-foot runway and is able to accommodate large freight cargo planes. Limited scheduled passenger service is also offered. SJAFB has a good working relationship with Kinston Regional Jetport. Recently, the USAF paid to upgrade the runway to allow KC-135R aircraft to occasionally perform training operations there. There are two additional airports serving Wayne County, both classified as general aviation facilities able to accommodate small and medium sized aircraft.

SJAFB has an 11,500-foot runway able accommodate all USAF aircraft. All flights are military in nature, and typical aircraft traffic includes F-15Es, KC-135Rs, and various cargo aircraft. SJAFB maintains extensive support facilities for F-15Es and KC-135Rs.



### **3.3 VISUAL RESOURCES**

SJAFB is located in an urban area of the City of Goldsboro. The Base environment is typical of a developed urban Base. The Base is well-maintained and attention is given to the physical appearance and character of the Base-layout and its structures.

Semi-improved and unimproved grounds are adequately maintained to fulfill their designated uses. The golf course, athletic fields, and areas adjacent to runways are the primary open spaces and receive periodic upkeep. Trees and shrubs are also located throughout the Base. Natural resources include woodlands, wetlands, grasslands, and floodplain forests. SJAFB lies in the Stoney Creek and Neuse River watersheds. The dominant natural feature in the area is the Neuse River (SJAFB, 1998b).

### **3.4 SOCIO-ECONOMICS**

#### **3.4.1 Regional Overview**

SJAFB is located at Goldsboro, North Carolina. Goldsboro is the largest city and the county seat of Wayne County, located in east-central North Carolina.

Goldsboro and Wayne County have experienced slower growth than the State of North Carolina, as a whole. The city and county generally have a lower average income than the state, as a whole. Recently, substantial manufacturing and service sectors have developed because of the county's accessibility to major transportation routes.

Population data for the City of Goldsboro, Wayne County, and the State of North Carolina are provided in Table 3-3. The large jump in population between 1980 and 1990 was due to annexation.

**Table 3-3 Population**

	Estimated 2006 Population	Population Trends					
		1980	1990	2000	2010	2020	2030
Goldsboro							
Population	38,670	31,871	40,709	39,043	-	-	-
Percent Growth		-	27.73	-4.09	-	-	-
Wayne County							
Population	116,180	97,054	104,666	113,329	118,883	125,614	131,664
Percent Growth		-	7.84	8.28	4.90	5.66	4.82
North Carolina							
Population	8,792,017	5,880,095	6,632,448	8,046,813	9,315,141	10,682,217	12,067,013
Percentage Growth		-	12.79	21.32	15.76	14.68	12.96

Source: U.S. Census, 2000; LINC, 2006

Table 3-4 presents employment data for Goldsboro, Wayne County, and the State of North Carolina. Goldsboro has slightly higher unemployment and a higher percentage of the population not in the labor force. The presence of SJAFB is reflected in the higher percentage of workers in the armed forces in Goldsboro and Wayne County than in the state, as a whole.

**Table 3-4 Employment Data**

Category	Goldsboro	Wayne County	North Carolina
<b>Population 16 and over</b>	30,346	86,989	6,290,618
<b>Percentage in labor force</b>	55.7	61.8	65.7
<i>Employed</i>	42.6	54.2	60.8
<i>Unemployed</i>	4.6	3.6	3.4
<i>Armed Forces</i>	8.5	4.0	1.4
<b>Not in labor force</b>	44.3	38.2	34.3

Source: U.S. Census, 2000; LINC, 2006

Table 3-5 presents median family income, per capita income, and the percent of families below the poverty level for Goldsboro, Wayne County, and North Carolina. Goldsboro's incomes are much lower than the state's, and the poverty rate is much higher.

**Table 3-5      Income Data**

<b>Income</b>	<b>Goldsboro</b>	<b>Wayne County</b>	<b>North Carolina</b>
Median family income	\$34,844	\$40,492	\$46,335
Per capita income	\$16,614	\$17,010	\$20,307
Percent of families below poverty level	15.4	10.2	9.0

Source: U.S. Census, 2000; LINC, 2006

Table 3-6 presents the percent of the civilian workforce employed by occupational groupings. The service industry has a larger percentage of employment in Goldsboro than in Wayne County or North Carolina. Goldsboro's economy relies heavily on service based-industries, such as hotels and restaurants from its roles as county seat and transportation center, and its support role to SJAFB.

**Table 3-6      Occupational Employment Data**

<b>Occupation</b>	<b>Goldsboro</b>	<b>Wayne County</b>	<b>North Carolina</b>
Management, Professional, and related occupations	31.00	28.08	31.19
Service occupations	19.88	15.14	13.53
Sales and office occupations	24.73	24.29	24.78
Farming, fishing, and forestry occupations	0.30	2.14	0.76
Construction, extraction, and maintenance occupations	6.34	11.59	11.04
Production, transportation, and material moving occupations	17.74	18.75	18.70

Source: U.S. Census 2000

### 3.4.2      Seymour Johnson Air Force Base Overview

Table 3-7 presents the break-down of personnel associated with SJAFB according to the SJAFB 2005 Fiscal Year Economic Impact Analysis.

**Table 3-7      SJAFB Personnel**

<b>Category</b>	<b>SJAFB Personnel</b>
Military Personnel	6,066
Military Dependents and Families	5,851
Civilian Employees	590
Contractors and Private Businesses	518
<b>Total</b>	<b>13,025</b>

Source: SJAFB, 2005c

Over 3,000 military retirees are estimated to also live in the area. The annual military, civilian, and contractor payroll is over \$277 million. In fiscal year 2005, the economic impact of SJAFB totaled over \$446 million.

### **3.4.3 Environmental Justice**

E.O. 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* was issued by the President of the U.S. on 11 February 1994. The order states, "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." E.O. 12898 emphasizes using existing regulations under NEPA for public disclosure and input in all environmental analyses. The USAF EIAP states that all environmental analyses will comply with E.O. 12898 (32 CFR 989.33).

## **3.5 INFRASTRUCTURE**

### **3.5.1 Electrical**

Electrical power is provided to SJAFB through Progress Energy. Electrical lines enter through a single substation north of the Base. The on-Base distribution system is owned and maintained by SJAFB. There are 56 miles of overhead distribution lines and 20 miles of underground distribution lines. The rated capacity of the Progress Energy substation is 31.3 megawatts (MW). Average load for SJAFB is 12 MW, and the highest peak load is 22 MW. Additionally, SJAFB has 42 installed generators, 20 mobile generators, and 7 fire suppression system generators for emergency power (SJAFB, 2002a).

### **3.5.2 Potable Water**

SJAFB receives potable water from the City of Goldsboro. Goldsboro collects water from the Neuse River and has a treatment capacity of 12 million gallons per day (MGD). In 2006, average daily on-base use from October to April was 0.62 MGD, and 0.64 MGD from May to September. Average peak usage by the City of Goldsboro is 9 MGD. The distribution system on Base is government owned and maintained. Water is distributed through 26 miles of cast iron, transite, polyvinyl chloride (PVC), and ductile iron pipes. Pipe diameters range from 2-inch to 12-inch mains. The Base also has a 500,000-gallon storage tank (SJAFB, 2002a).

### **3.5.3 Wastewater**

SJAFB discharges sanitary wastewater to the City of Goldsboro via a single outfall. The Base sanitary wastewater is collected by a system of service laterals, gravity collection sewers, and force mains. There are approximately 29 miles of sanitary sewer lines of

concrete, vitrified clay, and PVC pipes with diameters of 4 to 20 inches. Currently there are five main lift stations, 14 small lift stations, 16 oil-water separators, and 680 manholes. The average daily sanitary wastewater flow from the Base is about 1.0 MGD. The City of Goldsboro Wastewater Treatment Plant has an average intake of about 9.0 MGD. The current capacity of the plant is 14.2 MGD (CoG, 2007; SJAFB, 2002a).

#### **3.5.4 Storm Water**

SJAFB manages storm water through network of sewers, culverts, and ditches. A total of 40 storm water outfalls drain the SJAFB installation. Storm water eventually drains off-Base to the Neuse River to the west, and Stoney Creek, a small tributary of the Neuse River, to the northwest (SJAFB, 2004d).

#### **3.5.5 Liquid Fuels**

SJAFB receives jet fuel (JP-8) from an off-Base pipeline. Fuel is stored and delivered to Base facilities through a system of pipelines, pump-houses, and aboveground storage tanks (ASTs) and underground storage tanks (USTs). Bulk storage capacity is 2.9 million gallons. The existing system is capable of delivering 900,000 gallons per day (GPD). Average daily use is 300,000 GPD (SJAFB, 2002a; 2004a).

Other, smaller storage tanks also store diesel fuel, gasoline, 1010 oil, No. 2 fuel oil, and used oil.

#### **3.5.6 Communications**

SJAFB maintains a robust communications network of fiber-optic cables. Various control systems regulate voice, data, military, and radio communications (SJAFB, 2002a).

#### **3.5.7 Natural Gas**

SJAFB receives natural gas from Piedmont Natural Gas Company, Incorporated. Gas is delivered via two mains with a combined capacity of 18.4 million cubic feet per day (mcf/d). Average use for SJAFB is about 0.5 mcf/d, and peak use is 1.2 mcf/d (SJAFB, 2002a).

#### **3.5.8 Housing**

The number of military personnel and dependents that are housed at SJAFB and in the surrounding community is presented in Table 3-8.

**Table 3-8      Housing**

<b>Category</b>	<b>Base Housing</b>	<b>Community Housing</b>	<b>Total</b>
<b>Military Personnel</b>	1,515	4,551	6,066
<b>Military Dependents and Families</b>	2,036	3,815	5,851
<b>Total</b>	3,551	8,366	

Source: SJAFB, 2005c

SJAFB currently has on average about 1,000 available family housing units on base, with varying vacancy rates. The housing units have a variety of configurations and capacities and are organized into two communities: Wayne Manor, dating from 1972, and Berkeley Village dating from 1958. On-going renovations and construction projects are upgrading the housing infrastructure. Once renovations are complete, there will be an estimated 900 housing units on Base. SJAFB also has 11 dormitories with a total capacity of 794 military personnel. The dormitory occupancy rate is about 86%.

### **3.5.9      Community Facilities**

SJAFB provides numerous community facilities and amenities to its personnel and families. Outdoor recreational facilities include a golf course, athletic fields, a small campground, and other natural areas. SJAFB utilizes the city and county school systems. The Base also operates an education center that provides programs from high school classes to college extension classes. Medical services are provided by the Base clinic and dental clinic. Emergency services and fire services are provided under the Civil Engineering Squadron. SJAFB also operates its own security and police force. The Base Chapel and Religious Education Center provide religious services and programs. The SJAFB Community Center organizes many events and activities and hosts meetings for different Base organizations. There is also a Base Commissary, Base Exchange, bowling alley, and fitness center. The SJAFB Family Support Center provides a wide spectrum of services to aid personnel and families with relocation and counseling assistance.

## **3.6      AIR QUALITY**

### **3.6.1      Regulations**

The CAA, last amended in 1990, requires the U.S. Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for common and widespread harmful pollutants. The six criteria pollutants monitored under the NAAQS are: carbon monoxide, nitrogen oxides, sulfur dioxide, ozone, lead, and particulate matter of less than 10 and 2.5 microns in diameter (PM<sub>10</sub> and PM<sub>2.5</sub>).

The NAAQS sets two levels of standards. *Primary* standards are designed to establish limits to protect public health, including the health of "sensitive" populations such as

asthmatics, children, and the elderly. *Secondary* standards set limits to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings (40 CFR 50.2).

The EPA designates geographical or political areas as non-attainment, attainment, or unclassifiable for each NAAQS criteria pollutant. Non-attainment classifies an area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant. Attainment classifies an area (other than those areas classified as non-attainment) that meets the national primary or secondary ambient air quality standard for the pollutant. Unclassifiable indicates an area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant (40 CFR 50).

The EPA obliges individual states to manage compliance and enforcement of the NAAQS. The CAA requires each state to formulate a SIP. A SIP dictates the planning and enforcement policies for a state to comply with the NAAQS, specific action plans for any non-attainment areas, and other state air regulations such as construction permits and source categorization (40 CFR 51).

The U.S. EPA also issues standards for Hazardous Air Pollutants (HAPs), and the NCDENR Division of Air Quality regulates specific emission standards for Toxic Air Pollutants (TAPs). Regulated HAPs consist of 188 pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects (40 CFR 63). No National Emission Standards for HAPs apply to operations at SJAFB. NCDENR currently sets emission limits for 105 TAPs. There are five TAPs limited under the SJAFB Air Permit.

### **3.6.2 Meteorology**

SJAFB is located in Wayne County, North Carolina, in the Central Coastal Plain state climate division. The surrounding area is flat, or gently sloping, and naturally well-drained. Weather is influenced by the Appalachian Mountains to the west, and the Atlantic Coast and Gulf Stream to the east. Summers are long and hot, while winters are mild but variable. The hottest month is July, with the warmest daily normal high and low temperatures of 92 degrees Fahrenheit and 72 degrees Fahrenheit. The coldest month is January, with the coldest daily normal high and low temperatures of 53 degrees Fahrenheit and 33 degrees Fahrenheit. Precipitation occurs year-round, though July is the wettest month, with variable rainfall from showers and thunderstorms. Snow or sleet falls every winter, but with minimal accumulation. The area is generally humid year round, as well as relatively sunny with light winds from the southwest, and from the northeast in the fall (SCONC, 2007a; 2007b).



### 3.6.3 Permitting and Emissions

Under the NAAQS, Wayne County meets the primary standards for all criteria pollutants. Wayne County is not in any non-attainment areas and is not subject to the North Carolina SIP.

SJAFB operates under Air Permit No. 03743R18 under the NCDENR Division of Air Quality. The permit was issued January 25, 2006, and expires on December 31, 2010. Only stationary sources are tracked by the permit. Mobile source emissions, including automobiles and aircraft, are not inventoried. The permit lists 13 authorized emission sources. Of the 13 emission sources, nine are paint spraying operations, two are jet engine testing sources, one is a generator source, and one is an engine-powered arresting gear system. Several other emission sources at SJAFB are classified as insignificant or exempt activities and are not regulated under the NCDENR permit. The Air Permit only regulates the authorized emission sources and does not define a limit for total Base emissions (NCDENR, 2006).

The most recent Air Emissions Inventory (AEI) at SJAFB was conducted in 2004. No major changes in Base activities have occurred since then. The data in the 2004 AEI reflects current emissions at the Base.

Table 3-9 lists the total actual emissions for each major pollutant at SJAFB as listed in the 2004 AEI.

**Table 3-9 SJAFB Air Emissions**

Pollutant	Actual Emissions (tons/year)			
	2001	2002	2003	2004
Carbon Dioxide	14.32	20.99	20.85	25.14
Nitrogen Oxides	18.85	22.26	25.27	21.04
Sulfur Dioxide	0.84	0.82	1.17	0.53
Total Suspended Particulates	8.38	8.47	3.18	3.76
Particulate Matter over 10 microns	5.13	5.54	2.67	2.86
Particulate Matter over 2.5 microns	3.60	4.09	2.41	2.40
Total Volatile Organic Compounds	12.62	12.24	49.77	15.66
Total Hazardous Air Pollutants	4.86	3.53	3.84	2.55
Total Toxic Air Pollutants	4.21	3.05	5.98	3.68

Key: SJAFB – Seymour Johnson Air Force Base

Source: SJAFB, 2005a

Table 3-10 lists each Base activity category and its emissions percentage contribution for each pollutant as listed in the 2004 Air Emissions Inventory.



**Table 3-10 SJAFB Air Emissions by Category**

Pollutant	Nitrogen Oxides	Carbon Dioxide	Sulfur Dioxide	TSP	PM-10	PM-2.5	Lead (HAP)	VOCs	Total HAP	Total TAP
Emergency Generators and Arresting Gear	15.51%	45.41%	40.39%	6.12%	8.05%	9.58%	0.00%	4.99%	0.11%	0.07%
Deluge Pumps	2.26%	0.41%	5.96%	0.90%	1.18%	1.40%	0.00%	0.25%	0.02%	0.01%
External Combustion	57.36%	38.35%	12.86%	25.95%	32.87%	38.00%	0.00%	4.02%	8.48%	5.82%
Fuel Cell Maintenance	0%	0%	0%	0%	0%	0%	0%	2.04%	1%	0%
Explosive Ordnance Detonation	0.03%	0.02%	0.05%	0.72%	0.95%	1.13%	100.00%	0%	0.01%	0.00%
Jet Fuel Starters	0.04%	0.01%	0.15%	0.01%	0.02%	0.02%	0.00%	0%	0.00%	0.00%
Sterilizers	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Air Stripping Systems	0%	0%	0%	0%	0%	0%	0%	1.45%	1%	1%
Abrasive Blasting	0%	0%	0%	0.01%	0.01%	0%	0%	0%	0%	0%
Equipment Leaks	0%	0%	0%	0%	0%	0%	0%	3.51%	1%	1%
Solvent Degreasing	0%	0%	0%	0%	0%	0%	0%	9.83%	0%	0%
Non-Destructive Inspection	0%	0%	0%	0%	0%	0%	0%	24.48%	6%	43%
Cogeneration	0.54%	0.69%	14.47%	3.93%	5.17%	6.15%	0.00%	2.21%	0.90%	0.59%
Fire Fighter Training	0.53%	0.12%	0%	0.51%	0.66%	0.79%	0.00%	0.31%	0.05%	0.04%
Jet Engine Testing	23.74%	14.99%	26.11%	13.05%	17.16%	20.42%	0.00%	6.96%	2.94%	1.93%
Woodworking	0.00%	0.00%	0.00%	48.79%	33.93%	22.51%	0.00%	0%	0.00%	0.00%
X-Ray Labs	0%	0%	0%	0%	0%	0%	0%	0.22%	1%	0%
Welding	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Storage Tanks	0%	0%	0%	0%	0%	0%	0%	2.50%	1%	0%
Fuel Dispensing	0%	0%	0%	0%	0%	0%	0%	10.96%	3%	2%
Painting	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	26.28%	74.18%	44.46%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Key:**

% – percent

HAP – Hazardous Air Pollutant

PM-2.5 – Particulate matter less than 2.5 microns

PM-10 – Particulate matter less than 10 microns

TAP – Toxic Air Pollutants

TSP – Total Suspended Particulates

Source: SJAFB, 2005a

VOCs – volatile organic compounds

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### **3.7 NOISE**

The DoD manages the Air Installation Compatible Use Zone (AICUZ) program to promote compatible land use around military airfields, while maintaining the operational integrity of military missions. The AICUZ program has two main areas of land-use focus: accident potential and noise.

The USAF provides land use recommendations to local jurisdictions through the AICUZ program. The primary source of noise from USAF installations is aircraft. Noise contours are determined by modeling the noise from operations at military installations.

Noise contours are measured in Day-Night Average Sound Levels (DNL). DNL is defined as the average sound level exposure over a 24-hour period. A 10-decibel (dB) penalty is added to noise events occurring between 10:00 PM and 7:00 AM to account for the added intrusiveness of noises when background levels are low and noise sensitive activities take place. DNL is determined by the number of aircraft flights, the performance profile of each flight, and the time of day when the flight occurs. DNL is a logarithmic quantity. For example, doubling or halving the number of flights would result in only a 3-dB change in the overall DNL. A 3-dB change in instantaneous noise level is barely detectable for most people (AF, 1999).

For USAF land-use guidelines, noise contours are produced at DNL values of 65, 70, 75, and 80+ dB. Land-use guidelines exist between these values. Below 65-dB (i.e., outside of the 65-dB DNL contour), there are no guidelines on land-use or development. Between 65 and 75-dB, the guidelines suggest restricting residential use and, in some cases, the guidelines imply that residential use is non-compatible. Additional noise attenuation measures may be required for buildings in this area. Above 75-dB, the guidelines recommend restricting residential use. Commercial use is compatible up to 70-dB, and may require attenuation measures for areas up to 80-dB. Above 80-dB, the guidelines advise restricting commercial use. Industrial and manufacturing uses are generally considered compatible up to 85-dB. In all cases, noise attenuation measures may be required for some buildings or sections of buildings that need quieter environments such as public buildings, office space, or scientific research areas.

NOISEMAP is a suite of computer programs created by the USAF to model the noise impacts from aircraft operations. NOISEMAP was developed by the USAF in 1984 and is continuously updated. It is used primarily to provide noise analysis for the AICUZ program.

NOISEMAP uses several computer programs and models to produce DNL noise contours specific to each USAF installation. The BaseOps program integrates base-specific information required for the noise analysis. The data include runway parameters, types of aircraft, flight track locations, flight profiles, static profiles for ground-based aircraft activity, navigational aids and points of interest, and local weather and geographic information. NOISEMAP combines this information with data based off of the Federal

Aviation Administration's Integrated Noise Model, which models the specific noise profiles for different types of aircraft. NOISEMAP then plots the noise data to create the A-weighted DNL contours used in the AICUZ program. The noise contours are geo-referenced and can be overlayed on an aerial photograph or zoning map (Wasmer, 2006). SJAFB last completed a full AICUZ program study in 2006.

### 3.8 AIR SPACE MANAGEMENT

SJAFB has a single, east-west runway approximately 300 feet in width and 11,500 feet in length. Home to the 4 FW and the 916 ARW, the current fleet consists of 96 F-15E aircraft, and eight KC-135R aircraft. Various mission and training sorties occur with both aircraft. A sortie is defined as an aircraft operations beginning when a pilot enters the cockpit and ending when the pilot exits the cockpit. Each sortie may include several takeoffs and landings, including "touch and go's" (TGOs). The 916 ARW occasionally uses the nearby Kinston Regional Jetport for flight training operations for KC-135R aircraft. Table 3-11 lists current aircraft sorties at SJAFB.

**Table 3-11 Current Airfield Operations**

Aircraft Type	Number of Sorties	Current Takeoffs		Current Landings	
		Day	Night	Day	Night
<b>F-15E</b>	17533	17533	0	52124	475
<b>KC-135R</b>	700	1060	50	910	200

Source: SJAFB, 2006a

Day: 0700-2200, Night: 2200-0700

### 3.9 SOILS AND GEOLOGY

The geology of SJAFB is described by the Natural Resources Conservation Service as generally unconsolidated sedimentary deposits unconformably overlaying a Basement complex of pre-Cretaceous rocks and consisting of surficial sediments of naturally deposited alluvial silts, clays, and sands that overlie the clay of Black Creek Formation. Quaternary and Tertiary sediments overlay about 130 feet of Cretaceous marine sediments.

Three aquifers are found at varying depths and formations below the surface. The upper aquifer within the surficial sediments and the Black Creek Formations upper clay forms the Base of the surficial aquifer (SJAFB, 2004b). The surficial aquifer generally flows downstream toward the Neuse River or Stoney Creek. Floodplain water tables are generally 1-foot below the surface, while outside the floodplain the water table varies between 4 and 14 feet. (SJAFB, 1998b).

There are 15 different soil series found at SJAFB. The soils reflect the differences in topographic age, mineralogy, textural class proportions, and drainage. A large percentage of the land area at SJAFB has been developed resulting in soil disturbance. The intensity of development at SJAFB classifies most of the land area as urban (Scott; SJAFB, 2002a).

### 3.10 CULTURAL RESOURCES

An archaeological survey on the Base revealed the lack of any intact archaeological sites of importance. The State Historic Preservation Office concurred with these findings in 1978. Several historic facility surveys have been conducted on the Base to date. Only buildings 2130 and 5015, two Cold War era properties, have been determined eligible for listing on the National Register of Historic Places. However, neither facility is in the project area under consideration in this action (SJAFB, 1998a).

### 3.11 BIOLOGICAL RESOURCES

The majority of SJAFB has been landscaped and intensively managed for Base operations, business, support facilities, recreation and living areas. However, as described below, there are several biological resources found at SJAFB.

#### 3.11.1 Terrestrial Communities

The land cover and community information for SJAFB can be found in a survey by The Nature Conservancy completed in 1994 and is discussed in the 1998 *Integrated Natural Resources Management Plan* (INRMP) (SJAFB, 1998b). The survey identified the following five natural community types

- **Coastal Plain Bottomland Hardwoods:** A small area of relatively intact Bottomland Hardwoods occurs in the southeastern corner of SJAFB. Bottomland Hardwoods are naturally flooded periodically with a wide range of flooding frequencies. Willow oak (*Quercus phellos*) and laurel oak (*Quercus laurifolia*) are the dominant oaks in this area. Bald cypress (*Taxodium distichum*) is found in abundance. Sweetgum (*Liquidambar styraciflua*), water hickory (*Carya aquatica*), red maple (*Acer rubrum*), and loblolly pine (*Pinus taeda*) are also present.
- **Coastal Plain Small Stream Swamp:** Degraded examples of this natural community occur at SJAFB. The community is dominated by red maple, sweetgum and water oak. Red bay (*Persea borbonia*) dominates the understory and cane dominates the shrub layer. Netted chain fern (*Woodwardia areolata*) is the primary herb.
- **Coastal Plain Levee Forest:** A small area of degraded Levee Forest occurs in the southeastern corner of SJAFB. The community consists of a closed forest dominated by a diverse mixture of hardwoods and sometimes loblolly pine.

Species include sycamore (*Platanus occidentalis*), river birch (*Betula nigra*), laurel oak, sweetgum, green ash (*Fraxinus pennsylvanica*), and hackberry (*Celtis occidentalis*). Understory species typically include box elder (*Acer negundo*), red maple, pawpaw (*Asimina triloba*), and American holly (*Ilex opaca*). Levee forests are naturally flooded periodically for brief periods.

- **Cypress-Gum Swamp:** A small area of degraded Cypress-Gum Swamp occurs at SJAFB. Cypress-Gum swamps are frequently flooded. The vegetation composition consists of closed to nearly closed forests dominated by bald cypress, water tupelo, and swamp black gum. Carolina ash (*Fraxinus caroliniana*) is generally the dominant understory species. Shrubs and herbs are generally sparse.
- **Mesic Mixed Hardwood Forests:** Small areas of degraded Mesic Mixed Hardwood Forest occur along Stoney Creek on the northwest side of SJAFB and on the middle terrace in the southeastern corner of SJAFB. At SJAFB, loblolly pine, sweetgum, water oak, and southern red oak (*Quercus falcata*) dominate. The understory is of water oak and sweetgum, shrubs include common sweetleaf (*Symplocos tinctoria*) and wax myrtle (*Morella cerifera*).

### 3.11.2 Fish and Wildlife

The most common species throughout SJAFB are those that thrive in highly disturbed communities. These species include: the European starling (*Sturnus vulgaris*), Northern mockingbird (*Mimus polyglottos*), American crow (*Corvus brachyrhynchos*), American robin (*Turdus migratorius*), white-tailed deer (*Odocoileus virginianus*), raccoon (*Procyon lotor*), opossum (*Didelphis virginiana*), eastern cottontail (*Sylvilagus floridanus*), gray squirrel (*Sciurus carolinensis*), black rat snake (*Elaphe obsoleta*), indigo bunting (*Passerina cyanea*), common yellowthroat (*Geothlypis trichas*), blue jays (*Cyanocitta cristata*), song sparrow (*Melospiza melodia*), white-throated sparrow (*Zonotrichia albicollis*) and bluebird (*Sialia sialis*). (SJAFB, 1998b)

### 3.11.3 Wetlands

Due to the extent of the development at SJAFB and as a result of slopes, terrain, and geological conditions, the INRMP concluded that wetlands issues do not present any significant management concerns. The primary areas of wetlands at SJAFB are associated with the Neuse River, Stoney Creek, and their contributing drainage-ways and tributaries.



### 3.11.4 Threatened, Endangered and Special Status Species

Threatened, Endangered, Rare, or Special Concern plant and animal species potentially found in Wayne County are listed in Table 3-12.

**Table 3-12 Wayne County  
Threatened, Endangered, Rare, or Special Concern Species**

Common Name	Scientific Name	Federal Status	State Status	Habitat Present
<b>Vertebrates</b>				
Bald Eagle	<i>Haliaeetus leucocephalus</i>	T	T	No
Pinewood shiner	<i>Lythrurus matutinus</i>	FSC**	SR**	Yes
Rafineque's big-eared bat	<i>Corynorhinus rafinesquii</i>	FSC*	T	Yes
Red-cockaded woodpecker	<i>Picoides borealis</i>	E	E	Yes
Southern hog-nosed snake	<i>Heterodon simus</i>	FSC**	SC	No
<b>Invertebrates</b>				
Atlantic pigtoe	<i>Fusconaia masoni</i>	FSC	E	Yes
Yellow lance	<i>Elliptio lanceolata</i>	FSC	E	Yes
<b>Vascular Plants</b>				
Cuthbert's turtlehead	<i>Chelone cuthbertii</i>	FSC		No
Pondspice	<i>Litsea aestivalis</i>	FSC	SR-T	Yes

**Key:**

\* – Denotes a historic record of the species. Last observed in the county more than 50 years ago for Federal Status and 20 years ago for State Status.

\*\* – Denotes an obscure record – the date and/or location of observation are uncertain.

E – Endangered

FSC – Federal Species of Concern

SC – Species of Concern

SR – Species which are very rare in North Carolina which requires monitoring but which may be collected and sold under regulations adopted under the provisions of the Plant Protection and Conservation Act.

T – Threatened

Federal List – Last updated April 27, 2006.

State List – Last updated in February 2004

The ESA requires military installations to protect and conserve federally listed threatened and endangered plants and animals and their habitats. The ESA also requires military installations that have a listed species to develop specific plans for the preservation of these species and their habitats. While federal agencies are not required to manage state-listed species, they are encouraged to do so. Several state and federal threatened, endangered, rare, or special concern plant and animal species can potentially be found in Wayne County. However, the Nature Conservancy Natural Area Survey of SJAFB completed in 1994 found no threatened and endangered species or their habitat at SJAFB and projected little likelihood of any such occurrence in the vicinity of the installation. An annual review of the INRMP is conducted to verify that all required coordination's with the U.S. Fish and Wildlife Service and state fish and wildlife agency have occurred. The 2004 annual review showed that no significant changes to the installation's mission requirements or its natural resources have been identified (SJAFB, 1998b).

### **3.12 WATER RESOURCES**

Water resources include surface water and groundwater. The following sections summarize the water resources within SJAFB.

#### **3.12.1 Surface Water**

The primary surface water resources at SJAFB are the Neuse River to the west and Stoney Creek, a small tributary of the Neuse River, on the northwest. The Neuse River begins at the confluence of the Eno and Flat Rivers in Durham County and flows in a general southeast direction for 222 river miles before emptying into Pamlico Sound at Maw Point. There are small, manmade ponds near the clubhouse at the Base golf course (SJAFB, 2004b). Hospital Creek, Burge Ditch, and Prison Ditch traverse the central portions of SJAFB and discharge to the Neuse River (SJAFB, 2004d).

The Neuse River is categorized by the NCDENR as a Class C Nutrient Sensitive Water (SJAFB, 1998b). Class C waters are protected for aquatic life propagation and survival, fishing, wildlife, secondary recreation, and agriculture. Secondary recreation includes wading, boating, and other uses involving human body contact with water where such activities take place in an infrequent, unorganized, or incidental manner. It is also a nutrient sensitive water body, which is subject to growths of microscopic or macroscopic vegetation requiring limitations on nutrient inputs (SJAFB, 1998b).

#### **3.12.2 Groundwater**

The groundwater resources on SJAFB are influenced by three principal aquifers: the surficial aquifer, the Black Creek aquifer, and the Cape Fear aquifer (SJAFB, 1998b). Based on the results obtained from on-site monitoring wells, the water table ranges from 1 foot below ground surface in the Neuse River and Stoney Creek floodplains to 15 feet below ground surface in the central portion of SJAFB (SJAFB, 2004d). However, groundwater across the majority of the Base generally varies from 6 to 12 feet below the surface. There is no draw down requirement from the deep aquifer within the 3,233 acres of the Base (SJAFB, 2004b).

SJAFB currently monitors groundwater levels in at least 60 wells across the Base. These wells were installed as required in the SJAFB Environmental Restoration Program (ERP), RCRA, and state UST programs. In addition to recording groundwater levels, groundwater quality is also analyzed periodically as required by the different ERP, RCRA, and UST programs (SJAFB, 2004a).

#### **3.12.3 Floodways and Floodplains**

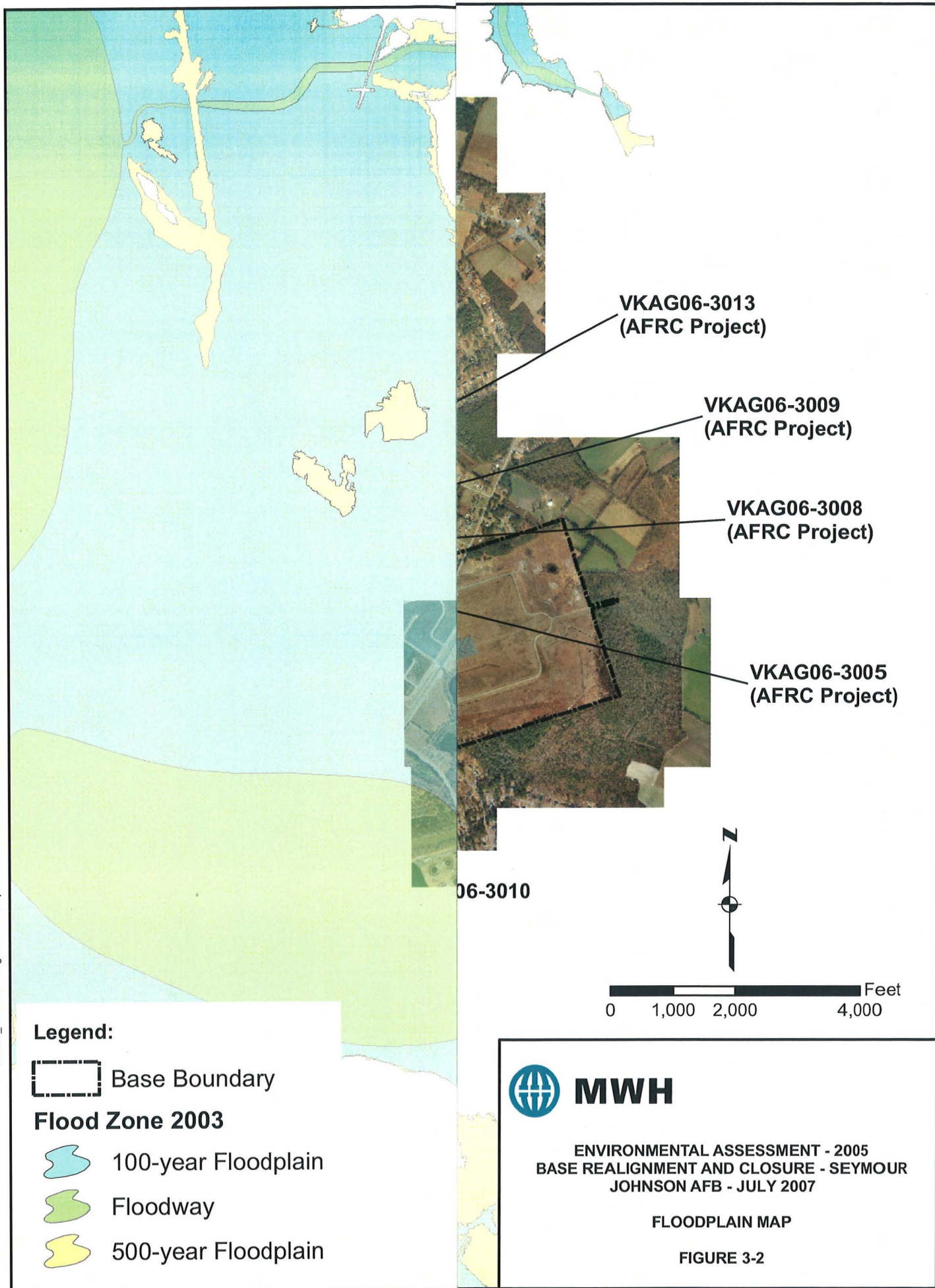
The Neuse River floodplain surrounds the western end of the runway. Base wetlands are all adjacent to the Neuse River or Stoney Creek, which defines the Base's northern boundary (SJAFB, 2004d). The river floods periodically, although flows are now



regulated by Falls Dam located near Raleigh and flooding has been significantly reduced (SJAFB, 2002a).

Figure 3-2 shows the Neuse River floodplain in the area surrounding SJAFB.

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### **3.13 HAZARDOUS MATERIALS AND WASTE MANAGEMENT**

Various hazardous materials and wastes that are used and generated at SJAFB are described below.

#### **3.13.1 Hazardous Materials and Wastes**

SJAFB uses, generates, and stores hazardous materials and accumulates hazardous waste. In CY 2006, SJAFB generated 21,126 pounds of EPA-regulated hazardous waste. Wastes are generated from the use of substances necessary to maintain the aircraft and otherwise support the mission at SJAFB. Hazardous wastes generated by any activity on Base are subject to RCRA regulations (SJAFB, 2004c). NCDENR Division of Waste Management issued a Hazardous Waste Management Permit to SJAFB on April 20, 2004 (Permit No. NC7 570 024 474). The permit identifies and specifies wastes and associated management practices that may be handled in accordance with the North Carolina Hazardous Waste Management Rules. SJAFB ships their hazardous waste off Base within 90 days of generation.

In order to comply with federal and state regulations, SJAFB has implemented a Hazardous Waste Management Plan (HWMP). This HWMP allows all hazardous materials and wastes on Base to be accounted for, managed, accumulated, transported, and disposed of in an environmentally safe manner.

Hazardous waste is any material that is reactive, corrosive, ignitable, toxic, or published in the Hazardous Waste Listing (40 CFR 261, Subpart D). Radioactive waste is regulated under separate guidance. Petroleum products that do not have hazardous characteristics and are not reflected on the Hazardous Waste Listing are not subject to the program requirements (SJAFB, 2004c).

The HWMP plan identifies 65 initial accumulation points of hazardous waste generation at SJAFB. Twenty of those locations are designated as "high volume waste generators". A high volume generator is a generator that accumulates three or more 55-gallon drums of hazardous waste in 12 consecutive months. There is one 90-day hazardous waste accumulation point at SJAFB, where hazardous waste may be accumulated in tanks and/or containers for up to 90 days (SJAFB, 2004c).

Lead responsibility for hazardous waste control and responsibility for any environmental impacts to SJAFB lies with the Wing Commander. Due to the complex nature of the Base, numerous components of the installation have direct and daily responsibility for functions that generate hazardous waste. These components are listed in the HWMP.

### **3.13.2 Asbestos and Lead-Based Paint**

A Lead-Based Paint Management Plan (LBPMP) and an Asbestos Management Plan (AMP) have been developed for SJAFB. Based on the age of many of the buildings at the installation, it is assumed that ACM and LBP are present in most of the buildings.

Asbestos is often found in pipe insulation, floor tiles and mastic, wallboard, and ceiling tiles. The AMP maintains a permanent record of the current status and condition of all ACM at SJAFB. The AMP provides documentation for all asbestos management efforts, and procedures for overseeing the entire facility asbestos management program. The AMP is reviewed each year and updated, as necessary.

### **3.13.3 Aboveground and Underground Storage Tanks**

Twenty-eight USTs are known to exist at SJAFB. Some were installed as early as 1952, others as recently as 1993. Sizes range from 2,000 to 50,000 gallons. Contents of the USTs include gasoline, No. 2 fuel oil, diesel fuel, and JP-8.

There are 102 ASTs at SJAFB. These tanks range in size from 100 to 840,000 gallons in size. Contents include diesel fuel, gasoline, JP-8, 1010 oil, No. 2 fuel oil, and used oil.

### **3.13.4 Environmental Restoration Programs**

The DoD developed the ERP to identify, investigate, and remediate potentially hazardous material disposal sites that existed on DoD property. As a result of past waste and resource management practices at SJAFB, some areas of the installation have become contaminated by various toxic and/or hazardous compounds. Depending on the cause and type of contamination, these sites are regulated under three regulatory programs. These programs include CERCLA, RCRA, and the North Carolina UST program.

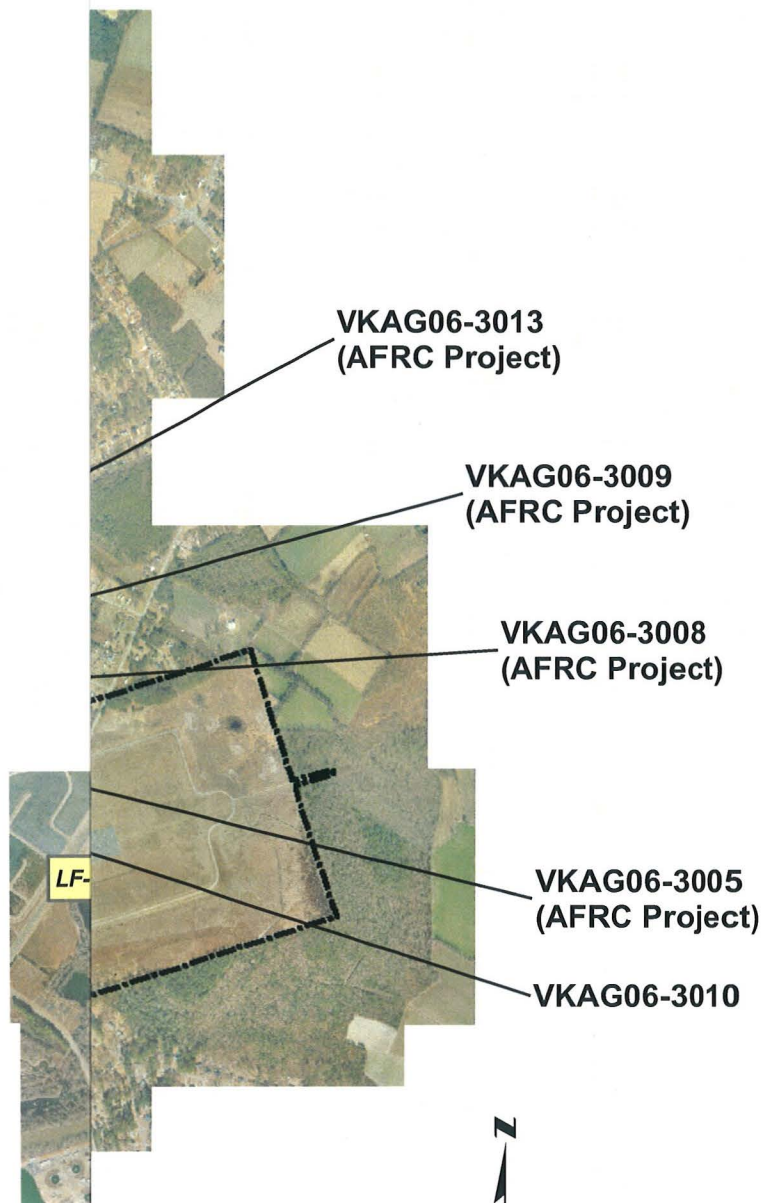
Currently there are 34 ERP sites at SJAFB. The stages of investigation or remediation for these sites breakdown as follows:

- 18 sites with open status.
- 16 sites with closed status.
- 5 sites have remediation in progress.
- 4 sites are regulated under the North Carolina UST Program.
- 5 sites are regulated under the Inactive Hazardous Sites Branch Program.
- 4 sites are RCRA Program landfill sites.

SJAFB is not listed on the EPA National Priorities List (Superfund sites).

Figure 3-3 shows the location of ERP Sites at SJAFB.





**Legend:**

-  Project Sites
-  ERP Sites
-  Base Boundary



**MWH**

ENVIRONMENTAL ASSESSMENT - 2005  
BASE REALIGNMENT AND CLOSURE - SEYMOUR  
JOHNSON AFB - JULY 2007

ERP SITES

FIGURE 3-3





### **3.13.5 Solid Wastes**

Solid Waste generated at SJAFB is removed by contract services to the Wayne County Landfill. In 2003, the Base generated 6,551 tons of solid waste with 44.7 percent of that total diverted through recycling and reuse. Typical solid waste generated at SJAFB includes general household refuse, yard waste, construction rubble, and wood pallets.

### **3.14 SAFETY**

All activities at SJAFB are conducted in accordance with USAF safety regulations, USAF Technical Orders, and USAF Occupational Safety and Health requirements. These regulations govern all aspects of daily activity at the Base, ranging from standard industrial ground safety requirements to complex procedures concerning aircraft flight and maintenance of munitions.

Additional safety issues are discussed in the USAF AICUZ program and the Bird-Aircraft Strike Hazard (BASH) Plan (SJAFB, 2005b). The AICUZ identifies Accident Potential Zones associated with SJAFB. The USAF established three zones of accident potential for land-use guidelines. Designated as the Clear Zone, Accident Potential Zone I, and Accident Potential Zone II, each zone has different probabilities of aircraft accidents. The zones are centered around installation runways and have different land-use and density restrictions. The BASH Plan is maintained and reviewed annually by the Safety office of the Operations Group.

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## **4.0 ENVIRONMENTAL CONSEQUENCES**

This section analyzes and discusses the environmental consequences that the proposed action and the no action alternative would have on the affected environment. The discussion presents a comparison of the baseline conditions discussed in Section 3.0 and the effects on each resource caused by the implementation of the proposed projects.

### **4.1 LAND USE**

#### **4.1.1 Proposed Action**

The proposed action would have a minimal effect on land use. Construction of new buildings would increase the area of impervious surfaces by less than 1 percent of the current land under impervious surfaces. The majority of the proposed projects are occurring in developed areas of the Base. Most of the area converted to impervious surfaces would come from improved landscaped grounds around the buildings. The area lost would equal less than 1 percent of the total area of improved grounds. Negligible changes would also occur to the percentages of semi-improved, and unimproved grounds. No significant impacts are anticipated to the overall land use scheme.

The proposed action, as shown in Table 2-1 and Figure 2-1, includes new construction and facility expansion for a number of Base activities. All project improvements would be confined to land already designated for each Base activity. No changes or impacts are expected to operational land uses percentages.

#### **4.1.2 No-Action Alternative**

The no-action alternative would have no effect on current land use.

### **4.2 TRANSPORTATION**

#### **4.2.1 Proposed Action**

##### **4.2.1.1 Ground Transportation**

The proposed action does not include any projects to alter the current transportation infrastructure. However, the proposed action would result in an increase of personnel and increase demand on the transportation network.

The SJAFB road transportation system is sufficient to accommodate the proposed action. Negligible increases in traffic and congestion are anticipated during construction. The cumulative effects of the increase in Base population and activities may increase traffic slightly, but no major congestion conflicts are anticipated.

All on-Base and off-Base roads, railways, air transit, mass transit, and pedestrian transportation networks can sufficiently support the increase in activity and population associated with the proposed action.

#### **4.2.1.2 Air Transportation**

The proposed action would increase aircraft operations around SJAFB. Regional private, commercial, and other government air traffic in the area is low density and would not be adversely affected. The occasional 916 ARW operations at Kinston Regional Jetport might also increase, but with negligible effects on air transportation.

#### **4.2.2 No-Action Alternative**

The no-action alternative would have no effect on the transportation infrastructure. The 2030 Goldsboro Urban Area Long Range Transportation Plan is designed to accommodate any future growth in the Goldsboro Region.

### **4.3 VISUAL RESOURCES**

#### **4.3.1 Proposed Action**

The proposed action would have little effect on visual resources at SJAFB. To the maximum extent practicable the design of new facilities would resemble those that already exist.

#### **4.3.2 No-Action Alternative**

The no-action alternative would not alter the visual appearance of SJAFB. No impact to visual resources would occur.

### **4.4 SOCIO-ECONOMICS**

#### **4.4.1 Proposed Action**

The proposed action would increase personnel at SJAFB by an estimated 362 people. Pro-rating the current number of military dependents (5,851) to the current number of Base personnel (6,066), the total population increase of the proposed action (including families) would be approximately 711 people. This is a 5 percent increase of the Base population, and equates to a 2 percent increase of the population of Goldsboro. Table 4-1 details the personnel increase of the proposed action.

**Table 4-1 Personnel Increases**

Category	F-100-220 Engine CIRF – Langley	AMC Active Duty Associate	ACC BOS	Total Increase
Officer	0	44	2	46
Enlisted	25	261	13	299
Civilian	0	5	12	17
<b>Total</b>	<b>25</b>	<b>310</b>	<b>27</b>	<b>362</b>

Key:

CIRF – Centralized Intermediate Repair Facility

AMC – Air Mobility Command

ACC – Air Combat Command

BOS – Base Operations Support

Source: SJAFB, 2006a

Socio-economic impacts are complicated and hard to accurately predict. However, the overall economic impact on the surrounding community would be expected to be positive. The increase in population would increase demand for other goods and services from the community. This may create further additional jobs, as businesses expand to meet those needs. Employment and income would increase, perhaps helping Goldsboro and Wayne County to equal state-wide income levels. No major changes are anticipated to the social make-up of the area.

According to the SJAFB Economic Impact Analysis for the 2005 fiscal year, the estimated total economic impact of the Base is \$446,020,592. An estimated 2023 total jobs are created by the presence of the Base. Assuming that the economic impact of SJAFB would grow in proportion to the increased population of the proposed action, the economic benefit can be estimated as presented in Table 4-2.

**Table 4-2 Economic Impact**

Category	Current	Proposed Action	Increase
<b>Base Personnel</b>	13,025	13,736	711
<b>Economic Impact</b>	\$446,020,592	\$470,367,666	\$24,347,074
<b>Total Jobs Created</b>	2023	2133	110

Source: SJAFB, 2005c

Pro-rating the increase in Base personnel (5.4 percent) to the economic impact and jobs created, the proposed action would add over \$24 million annually in economic impact and create 110 jobs in Goldsboro and Wayne County.

#### **4.4.2 No-Action Alternative**

The no-action alternative would not change the socio-economics of the area. SJAFB would continue to have its current economic impact on the area.

#### **4.4.3 Environmental Justice**

As per E.O. 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, the proposed action is not anticipated to have any disproportionately adverse health or environmental effects on minority or low-income populations. Should any environmental impacts arise; the environmental justice guidelines outlined in the USAF EIAP (AF, 1997) would be followed to ensure that the impacts do not specifically target any minority or low-income populations.

### **4.5 INFRASTRUCTURE**

#### **4.5.1 Proposed Action**

##### **4.5.1.1 Electrical**

The proposed action is not likely to significantly increase electrical demand, or require significant upgrades to the electrical infrastructure. The rated capacity of the SJAFB substation is 31.3 MW. Average load for SJAFB is 12 MW, and the highest peak load is 22 MW. Current average usage is well below system capacity, and the system can handle additional load. No adverse impacts to the electrical infrastructure are anticipated.

##### **4.5.1.2 Potable Water**

All new facilities must be connected to the existing water system. The proposed action is not likely to significantly increase demand or require significant improvement to water infrastructure. Goldsboro's treatment capacity is 12 MGD, while the average peak usage by the City of Goldsboro is 9 MGD. The annual average daily on-Base usage is 0.63 MGD. Current usage is well below system capacity. No adverse impacts to the water supply infrastructure are anticipated.

##### **4.5.1.3 Wastewater**

All new facilities must be connected to the existing wastewater system. The proposed action is not likely to significantly increase flow, or require significant improvement to the wastewater infrastructure. Current usage is below system capacity, and the City of Goldsboro is also increasing capacity of the Wastewater Treatment Plant. The average daily sanitary wastewater flow from SJAFB is about 1.0 MGD. The City of Goldsboro Wastewater Treatment Plant has an average intake of about 9.0 MGD. The current capacity of the plant is 14.2 MGD (CoG, 2007; SJAFB, 2002a). Therefore, the City of Goldsboro Wastewater Treatment Plant would have excess capacity to handle the slight

increase in flow from SJAFB. The proposed action would have no adverse impacts on the wastewater infrastructure.

#### **4.5.1.4 Storm Water**

The proposed action would require the modification of the storm water drainage system around any new construction or improvements. The proposed action would increase the land under impervious surfaces by less than 1 percent. Storm water runoff would increase by a negligible amount. No major upgrades to the storm water management system are expected.

#### **4.5.1.5 Liquid Fuels**

The proposed action and aircraft re-alignment would increase total usage of liquid fuels, particularly JP-8 fuel. Currently, bulk storage capacity for JP-8 fuel is 2.9 million gallons. The existing system is capable of delivering 900,000 GPD. Average daily use is 300,000 GPD. The current Type III Hydrant upgrades taking place include the installation of two 10,000-barrel tanks and the removal of six 50,000-gallon USTs. The current system is able to accommodate increased demand. The proposed action would increase use of other liquid fuels such as diesel fuel, gasoline, 1010 oil, and No. 2 fuel oil, and increase production of used oil. However, no modifications to the storage systems of these fuels would be needed.

#### **4.5.1.6 Communications**

All new facilities must be connected to the SJAFB communications network as needed. Base communications personnel stated that SJAFB has a robust base network system that is sufficient to support the proposed action (SJAFB, 2006a).

#### **4.5.1.7 Natural Gas**

All new facilities under the proposed action must be connected to the natural gas infrastructure as needed. The current total capacity is 18.4 mcf/d. Average use for SJAFB is about 0.5 mcf/d and peak use is 1.2 mcf/d (SJAFB, 2002a). The current system is well below capacity and is able to accommodate increased usage.

#### **4.5.1.8 Housing**

Additional personnel and family members relocated under the proposed action must be housed. Currently there are about 1000 available family housing units, with fluctuating vacancy rates. Once current renovations are complete, the on-Base family housing units will total 900. At this time, it is unknown how many housing units would be available for new personnel. Currently, there are about 111 vacancies in the Base dormitories for unaccompanied personnel. The SJAFB Housing Office also places personnel in community housing. Currently, there are 42 single family homes for rent, 59 apartments

for rent, and numerous homes for sale. A new apartment complex with 288 units is planned for construction within the next two years. The local community can easily accommodate the increase in personnel.

#### **4.5.1.9 Community Facilities**

SJAFB operates a robust system of community facilities and services. The offerings and programs are constantly re-evaluated and improved. In a preliminary evaluation of the proposed BRAC action, existing community facilities were analyzed and were found sufficient to accommodate the long-term future needs of the Base community, including the increased usage caused by the proposed action. No impacts would be expected for community facilities (SJAFB, 2006a).

#### **4.5.2 No-Action Alternative**

The no-action alternative would not affect infrastructure at SJAFB or the surrounding area. Demands and usages rates would remain at their current levels. No impacts are anticipated to the electrical, water, wastewater, storm water, liquid fuels, communications, natural gas, heating and cooling, housing, or community facility infrastructure.

### **4.6 AIR QUALITY**

#### **4.6.1 Proposed Action Alternative**

##### **4.6.1.1 Temporary Effects**

Possible construction-related emissions include fugitive dust from soil disturbances, volatile organic compound (VOC) emissions from paints and solvents, VOC and HAP emissions from asphalt paving, and emissions from construction equipment internal combustion engines. The proposed action construction projects are relatively small in scale and would not necessarily be completed simultaneously in a short period of time, lessening their impact on air quality. The additional emissions created by the construction activities would be inconsequential compared to overall baseline emissions. Construction projects associated with the proposed action would have a temporary and negligible effect on air quality at SJAFB.

##### **4.6.1.2 Stationary Sources**

According to the 2004 Air Emissions Inventory, SJAFB is currently in compliance with their NCDENR Air Permit No. 03743R18. There have been no significant changes to Base operations and activities since that 2004. The 2004 Air Emissions Inventory therefore reflects current emissions.



The proposed action would be expected to cause an increase in emissions from stationary sources. One source expected to increase with the proposed action is paint booth activities. Project numbers VKAG 06-3005 and VKAG 06-3008 include modifications to KC-135 aircraft maintenance hangars, Buildings 4908 and 4909. These buildings are the current locations of two paint-spraying operations regulated under the current NCDENR Air Permit as emissions sources ES-046 and ES-050. An abrasive blasting booth associated with Building 4908 would also be relocated. The blasting booth is not regulated under the NCDENR Air Permits and is considered an exempt and insignificant source of emissions. It is assumed that the proposed doubling of KC-135R aircraft at SJAFB would double paint-spraying operations for the 916 ARW operations area. This includes the permitted emissions sources ES-046 and ES-050, and the non-permitted Building 4908 blasting booth.

Tables 4-3, 4-4, and 4-5 present the most recent reported emissions for the affected sources from the 2004 Air Emissions Inventory and proposed action increases (SJAFB, 2005a). For sources ES-046 and ES-050, the values are compared against the toxic air pollutant emissions limitations listed in NCDENR Air Permit No. 03743R18. Emissions were only available for Paint Booth 050 in Building 4908. Paint Booth ES-046 was not used in 2004 and released no emissions.

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**Table 4-3 – Current and Projected Emissions from Building 4908 Paint Spray Booth – ES-050**

Pollutant	2004Maximum Hourly Emissions (lbs/hr)	Proposed Action Maximum Hourly Emissions (lbs/hr)	03743R18 Permit Limit (lbs/hr)	2004Maximum Daily Emissions (lbs/day)	Proposed Action Maximum Daily Emissions (lbs/day)	03743R18 Permit Limit (lbs/day)
Ethyl Acetate	0	0	481.8	--	--	--
Methyl Ethyl Ketone	0.54	1.08	34.1	2.7	5.4	76.2
Methyl Isobutyl Ketone	0.41	0.82	105.6	2.05	4.1	2247.7
Toluene	0.71	1.42	23.8	3.55	7.1	571.4
Xylene	0.33	0.66	84.1	1.65	3.3	857.2

Source: SJAFB, 2005a

**Table 4-4 – Current and Projected Emissions from Building 4909 Paint Spray Booth – ES-046**

Pollutant	2004Maximum Hourly Emissions (lbs/hr)	Proposed Action Maximum Hourly Emissions (lbs/hr)	03743R18 Permit Limit (lbs/hr)	2004 Maximum Daily Emissions (lbs/day)	Proposed Action Maximum Daily Emissions (lbs/day)	03743R18 Permit Limit (lbs/day)
Methyl Ethyl Ketone	0	-	7.94	0	-	76.2
Methyl Isobutyl Ketone	0	-	7.94	0	-	76.2
Toluene	0	-	23.8	0	-	571
Xylene	0	-	15.9	0	-	286

Source: SJAFB, 2005a

**Table 4-5 – Current and Projected Emissions from Building 4908 Abrasive Blasting Booth**

Abrasive Blasting Booth	2004 Emissions						Proposed Action Emissions					
	Waste Collected (gal/yr)	Waste Collected (lb/yr)	Dust Generated (lb/yr)	Actual Annual Emissions (lbs/yr)			Waste Collected (gal/yr)	Waste Collected (lb/yr)	Dust Generated (lb/yr)	Actual Annual Emissions (lbs/yr)		
				TSP	PM-10	PM-2.5				TSP	PM-10	PM-2.5
BLDG-4908	110.00	1095.60	1095.93	0.33	0.16	0.016	220.00	2191.20	2191.86	0.66	0.32	0.03

Source: SJAFB, 2005a

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As illustrated in Tables 4-3, 4-4, and 4-5, the current emissions are well below the permit limits. In addition to TAPs, the air permit also regulates the amount of particulates emitted from paint spraying operations. The 2004 Air Emission Inventory showed that no particulates were emitted. The increased activities of the proposed action would not cause SJAFB to exceed the current permit emission limits. Although paint spray booth ES-046 was not used in 2004, and no emissions data are available, it is assumed that the proposed action would not increase activities enough to exceed the current permit limits. Also, the increased emissions from the blasting booth would not be expected to make it become a significant source of air emissions.

Under the NCDENR Air Permit, the Equipment Relocation General Condition and Limitation states, "A new permit shall be obtained by the permittee prior to establishing, building, erecting, using, or operating the emission sources or air cleaning equipment at a site or location not specified in this permit." The proposed action projects VKAG 06-3005 and VKAG 06-3008 would require SJAFB to apply for a NCDENR Permit to Construct and an Air Permit revision to operate the new sources.

Another source of stationary emissions that would be affected by the proposed action is the jet engine testing. Project number VKAG 06-3002 is the addition to the CIRF for the F100-220 engines for the support of 1 FW's F-15 C/D fleet. Personnel from the 4 FW state that the new mission would increase the average amount of yearly engine testing by about 30 percent. This equates to a 30% increase in emissions from the engine testing emission source. Table 4-6 shows the estimated increase in emissions based on the data presented in the 2004 Air Emissions Inventory.

**Table 4-6 Jet Engine Testing Emissions**

	Carbon Monoxide	Nitrogen Oxides	Sulfur Dioxide	PM10	PM2.5	VOCs	Total HAP	Total TAP
Engine Testing Emissions - 2004 <sup>1</sup>	3.77	4.99	0.14	0.49	0.49	1.09	0.07	0.07
Increased Engine Testing Emissions	4.901	6.487	0.182	0.637	0.637	1.417	0.091	0.091
Amount of Emissions Increase	1.131	1.497	0.042	0.147	0.147	0.327	0.021	0.021
Total Base Emissions <sup>1</sup>	25.14	21.04	0.53	2.86	2.4	15.66	2.55	3.68
Total Base Emissions Increase	4.50%	7.12%	7.92%	5.14%	6.13%	2.09%	0.82%	0.57%

Key:

1 – From SJAFB, 2005a.

% – percent

HAP – Hazardous Air Pollutant

PM10 – Particulate matter less than 10 microns

PM2.5 – Particulate matter less than 2.5 microns

TAP – Toxic Air Pollutants

VOCs – volatile organic compounds

The expansion of the CIRF would increase air emissions from jet engine testing. However, this increase is small compared to Base-wide emissions and no adverse impact is expected. The proposed increase in engine testing would not significantly affect air quality in the region.

The current NCDENR Air Permit regulates sulfur dioxide emissions from Base sources, including jet engine testing. The limit is 2.3 pounds per million British thermal unit heat input (mBTU). The amount of JP-8 fuel dispensed in 2004 is 46,203,507 gallons. This includes fuel used in jet engine testing, as well as aircraft missions. JP-8 has a volumetric heat content of 125,800 BTU/gallon. This converts to a heat input of 5,812,401 mBTU per year. Base-wide emissions for sulfur dioxide for 2004 were 1060 pounds. This equals 0.000182 pounds of sulfur dioxide per mBTU heat input, compared to the limit of 2.3 pounds. The proposed action would be no danger of exceeding the air permit regulations on sulfur dioxide emissions from SJAFB sources.

#### 4.6.1.3 Mobile Sources

Since Wayne County is designated an attainment area for all criteria pollutants, mobile source emissions are not officially tracked. Therefore, the effects on air quality caused by the increased number of aircraft in the proposed action were determined using the *USAF Air Emissions Inventory Guidance Document for Mobile Sources at Air Force Installations*. Emission testing data for specific engine types are used in calculating emissions based on the aircraft, engine power settings, aircraft operation times, and local

conditions. All calculations use the standard data and assumptions provided in the guidance document. (AFIERA, 2003)

KC-135R aircraft have four F108-CF-100 engines. The fuel flow rates and emission factors for this type of engine were provided from testing data at the different power settings of idle, approach, intermediate, and military. The different power settings correspond to the aircraft operations associated with a single landing and take off operation (LTO), and are presented in Table 4-7.

**Table 4-7 Aircraft Operation Power Settings**

<b>LTO Cycle Mode</b>	<b>Power Setting Emission Factors</b>
Taxi (Idle-in and idle-out)	Idle
Takeoff	Military
Climbout	Intermediate
Approach	Approach

Source: AFIERA, 2003

Engine test emission factors were provided for nitrogen oxides, carbon monoxide, VOCs, and PM<sub>10</sub>. Sulfur dioxide emission factors were determined using the average sulfur content of JP-8 for North Carolina and the East Coast (0.0023 percent weight) and multiplying by a given conversion factor (AFIERA, 2003).

The current number of sorties, takeoffs, as well as landings and the increase predicted for the eight additional aircraft (SJAFB, 2006a) are provided in Table 4-8.

**Table 4-8 KC-135R Aircraft Operations**

<b>Aircraft Type</b>	<b>Current Sorties</b>	<b>Current Takeoffs</b>	<b>Current Landings</b>	<b>Proposed Sorties</b>	<b>Proposed Takeoffs</b>	<b>Proposed Landings</b>
KC-135R	<b>884</b>	<b>884</b>	<b>2652</b>	<b>1768</b>	<b>1768</b>	<b>5304</b>

Source: SJAFB, 2006a

A sortie is defined as an aircraft operation from when a pilot enters the cockpit until the pilot leaves the cockpit. A single sortie may involve several takeoffs and landings, or TGOs. A TGO is essentially a takeoff and landing without the associated taxiing time. For the calculation each takeoff is assumed to include the taxi-out, takeoff, and climbout operations, and each landing is assumed to include the approach and taxi-in operations. This assumption is conservative, because it includes taxi times for all takeoffs and landings. The standard average atmospheric mixing height of 3,000 feet was also used.

The standard KC-135R time profile provided in the guidance document was used to calculate the amount of time the aircraft spends at each operation as presented in Table 4-9.

**Table 4-9 KC-135R Time Profile**

<b>Typical Time Duration</b>						
	Taxi-out	Takeoff	Climbout	Approach	Taxi-in	Total
<b>KC-135</b>	32.8	0.7	1.6	5.2	14.9	55.2

Source: AFIERA, 2003

Emissions for a single aircraft were calculated using the emissions factors and fuel flow rates for each operation, the operational time profile, and multiplying by the number of engines on a KC-135R. Adding the emissions for each takeoff and landing gives the increase in mobile aircraft emissions from the proposed action, as presented in Table 4-10.

**Table 4-10 Proposed Action Aircraft Emissions**

<b>KC-135 Aircraft</b>	<b>Carbon Monoxide (tons/year)</b>	<b>Nitrogen Oxide (tons/year)</b>	<b>Sulfur Dioxide (tons/year)</b>	<b>PM10 (tons/year)</b>	<b>VOCs (tons/year)</b>
Proposed Action Increased Aircraft Emissions	78.5	24.0	1.9	25.8	2.4
Wayne County Area Source Emissions <sup>1</sup>	47,077	4,198	434	6,676	7,729
Emissions Increase	0.17%	0.57%	0.44%	0.39%	0.03%

Key:

1 – From USEPA, 2007.

% – percent

PM-10 – Particulate matter less than 10 microns

VOCs – volatile organic compounds

Compared to the total Wayne County area source emissions, the proposed action would increase mobile aircraft emissions by a negligible amount. No significant decrease in overall air quality in the area is expected.

#### **4.6.1.4 Population Pollution**

The proposed action is expected to increase the population of Wayne County by 711 people. The 2000 U.S. Census listed the population of Wayne County as 113,329. Therefore, the proposed action would increase the population 0.66 percent. This is conservatively assumed to correspond to 0.66 percent increase in area and point source pollutants primarily from more motor vehicles and increased electricity demand. This negligible increase would not significantly impact overall air quality in the area.

#### **4.6.2 No-Action Alternative**

The No-action alternative would not have any temporary or permanent effects on air quality at SJAFB or the surrounding area.



## 4.7 NOISE

### 4.7.1 Proposed Action Alternative

#### 4.7.1.1 Temporary Effects

Noise levels would temporarily increase in the immediate vicinity of the proposed action construction projects. The noise level impacts would be limited to SJAFB and would not affect the surrounding community. Most of the proposed action projects would take place along the flightline where noise-sensitive activities are restricted.

#### 4.7.1.2 On-Going Effects

In order to assess the changes in noise levels that would occur with eight additional KC-135R aircraft, the BaseOps case file for SJAFB was obtained and loaded into NOISEMAP. The case files allow different scenarios to be created. Each scenario can represent a change in operations at the base. BaseOps allows the operations of specific aircraft types or flight tracks to be easily scaled to analyze different conditions.

A scenario was created for the proposed action analysis. The following conditions were altered from the baseline scenario:

- *Scale all flight profiles of KC-135R aircraft by 200%* – Since the proposed action would double the number of KC-135R aircraft at SJAFB, it is assumed that this would correspond to a doubling of all flight operations for the KC-135R.
- *Scale all static profiles of KC-135R aircraft by 200%* - Since the proposed action would double the number of KC-135R aircraft at SJAFB, it is also assumed that this action would correspond to a doubling of static ground operations for the KC-135R. Static operations include training activities, engine tests, and other miscellaneous activities not accounted for in flight tracks.
- *Scale all static profiles of F-15 aircraft by 130%* - The expansion of the CIRF would increase engine testing by 30%. Engine testing is modeled in NOISEMAP as a static ground-level activity. Engines are usually tested in noise-attenuating hush houses, specially modeled by the program. This parameter includes only engine testing in hush-houses and does not increase the static profiles associated with the regular operations of the F-15E aircraft from the 4 FW.

Table 4-11 compares the change in DNL contour area between the current baseline and the proposed action.

**Table 4-11 DNL Contour Areas for Baseline and Proposed Action Activities**

DNL Contour Level	Baseline Area (sq. mi.)	Proposed Action Area (sq. mi.)	Increase (sq. mi.)	Percent Increase
65	59.236	59.294	0.058	0.10%
70	29.114	29.146	0.032	0.11%
75	13.629	13.639	0.010	0.08%
80	5.241	5.245	0.004	0.08%
85	2.247	2.249	0.003	0.12%

Note: Areas are calculated based on the area with a DNL noise level above the contour value. E.g., the 65-dB DNL contour area also encompasses the 70-dB DNL contour area, etc.

A comparison of the baseline DNL contour area and the proposed action DNL contour area in Table 4-11 shows negligible increases in the DNL contours. The 65-dB contour has the largest increase in total area, 0.058 square miles from a total area of over 59 square miles. This is equivalent to a 0.10% increase from the baseline contour area. The primary noise-source that defines the contours for SJAFB is F-15E flight operations from the 4 FW. KC-135R aircraft have one of the quietest noise profiles of all aircraft in the USAF. The proposed increases in flight operations for the KC-135R and engine testing noise levels are not noticeable when compared to the much noisier F-15E. The proposed action would have a negligible increase in noise.

#### **4.7.2 No-Action Alternative**

The no-action alternative would have no effect on noise levels or DNL contours.

### **4.8 AIRSPACE MANAGEMENT**

#### **4.8.1 Proposed Action Alternative**

The proposed action would increase the number of aircraft operations. The increase in sorties, landing, and takeoffs is provided in Table 4-12.

**Table 4-12 Proposed Action Airfield Operations**

Aircraft Type	Current Sorties	Current Takeoffs	Current Landings	Proposed Sorties	Proposed Takeoffs	Proposed Landings
F-15E	17,533	17,533	52,599	17,533	17,533	52,599
KC-135R	884	884	2652	1768	1768	5304

Source: SJAFB, 2006a

According to SJAFB air space personnel, the doubling of KC-135R operations would not create any air space management conflicts. The current flight tracks used by the KC-135R would be utilized by the additional eight KC-135R aircraft. No new flight tracks will be created. All scheduling of operations would be coordinated between the 4 FW and 916 ARW. Previously, SJAFB maintained a fleet of 19 KC-10 aircraft without conflicts. The 16 proposed total KC-135Rs would not cause any conflicts. Commercial and private aircraft traffic in the greater vicinity of SJAFB is limited. The occasional 916 ARW operations at Kinston Regional Jetport might also increase, but with negligible effects on air space management.

#### **4.8.2 No-Action Alternative**

The no-action alternative would not affect air space management at SJAFB.

### **4.9 SOILS AND GEOLOGY**

#### **4.9.1 Proposed Action**

Impacts to soil and geology from the proposed action would be minimal and limited to SJAFB property. Only localized soil disturbances associated with construction activities, such as minor erosion and fugitive dust emissions, are anticipated. These would be mitigated using proper construction techniques and procedures, such as wetting dry soils and proper maintenance of soil piles and excavations. Any construction soil disturbances would be temporary and eliminated upon project completion. No permanent or long-term impacts to soils or geology are anticipated.

#### **4.9.2 No-Action Alternative**

The no-action alternative would not have any effects on soils or geology at SJAFB.

### **4.10 CULTURAL RESOURCES**

#### **4.10.1 Proposed Action Alternative**

No cultural resources exist in the areas affected by the proposed projects. Therefore, there would be no effects to significant historic properties.

#### **4.10.2 No-Action Alternative**

The no-action alternative would result in no effects to any architectural or archaeological resources at SJAFB.

#### **4.11 BIOLOGICAL RESOURCES**

Potential impacts to the existing natural vegetative communities, wetlands and protected species at SJAFB are discussed below.

##### **4.11.1 Proposed Action Alternative**

###### **4.11.1.1 Terrestrial Communities**

The proposed projects would occur on developed portions of the Base and would have no effect on natural terrestrial communities. Minor landscaping changes would occur around various projects.

###### **4.11.1.2 Fish and Wildlife**

The increase in number of aircraft would result in an increase in sortie numbers at SJAFB. It is assumed that KC-135R sorties would double. This could potentially increase the number of bird strikes on the Base. SJAFB has implemented a BASH Plan to minimize bird strikes and to reduce the risks to aircraft as well as native and migratory bird species at the Base. No additional species would be impacted by the proposed action.

###### **4.11.1.3 Wetlands**

None of the proposed BRAC projects would occur around or near wetlands; therefore, no impacts to wetlands are expected at SJAFB and no wetland delineation studies would be required.

###### **4.11.1.4 Threatened, Endangered, and Special Status Species**

There are no federal- or state-listed threatened or endangered species known to occur at SJAFB. The proposed action would not affect any listed species.

##### **4.11.2 No-Action Alternative**

Under the no-action alternative, there would be no construction or increase in sorties and, therefore, there would be no effects on biological resources at SJAFB.

## **4.12 WATER RESOURCES**

### **4.12.1 Proposed Action Alternative**

#### **4.12.1.1 Surface Water**

The project sites are in areas that are highly developed. Sediment runoff from earthwork would occur, but the effects of this runoff would be mitigated by appropriate erosion and sedimentation control measures. Most of the runoff on-Base reaches the Neuse River or Stoney Creek through an extensive storm water conveyance system with numerous outfalls around the Base perimeter. This system would not be altered by the proposed action (SJAFB, 2004d).

#### **4.12.1.2 Groundwater**

Little additional impervious surface would be created by the proposed action. Therefore, infiltration of storm water into groundwater would be largely unchanged and effects on groundwater would be minimal.

#### **4.12.1.3 Floodways and Floodplains**

E.O. 11988, Floodplain Management, directs federal agencies to reduce the risk of flood loss and to minimize the impact of floods on human safety and welfare. The order requires federal agencies to determine if a proposed action will occur in a floodplain. The order also compels federal agencies to avoid new construction within floodplains. For a proposed action to occur within a floodplain, the agency must prove that there is no practicable alternative to the action, and it must also design the action to minimize potential risk and harm.

Project VKAG 06 3002 is a proposed 3,000-square foot addition to the existing CIRF. The existing facility is currently located within the 100-year floodplain. For the proposed action to be successful, the expansion of the existing CIRF is necessary. Rather than construction of an additional shop outside of the floodplain, the addition must be built attached to the original building within the floodplain. This is because demolition and construction of an entirely new facility outside of the floodplain would be impracticable and cost-prohibitive. The existing CIRF is fully-functional and mission-capable at its present location.

Efforts to minimize risk and harm for the new addition are also impracticable. Building the expansion raised above the floodplain would make it incohesive with the existing CIRF. Having the shop on two different levels would impair the functionality and mission-capability of the CIRF. Any such measures would prevent the BRAC action from being fully implemented. The construction of the new expansion would not alter the floodplain itself, nor would it have any impact on existing structures or areas within the floodplain.

In accordance with E.O. 11988, the EIAP, and the above information, there is no practicable alternative to the construction of the proposed addition to the CIRF.

#### **4.12.2 No-Action Alternative**

Under the no-action alternative, no construction would occur. Therefore, floodplains and floodways would be unaffected.

### **4.13 HAZARDOUS MATERIALS AND WASTE MANAGEMENT**

#### **4.13.1 Proposed Action Alternative**

Implementation of the BRAC projects at SJAFB might have a slight impact to the long-term use and generation of hazardous materials and wastes.

##### **4.13.1.1 Construction**

There would be a temporary increase in solid waste from the demolition of old buildings and infrastructure, renovation of existing buildings, and construction as projects are implemented. There would not be a significant long-term increase in generation of solid waste due to physical structure changes occurring at SJAFB.

There would be a temporary increase in the generation of vegetative debris which would be recycled through the SJAFB composting program.

Several buildings are known or thought to contain ACM as well as LBP. Prior to any renovation or demolition of buildings, surveys would be conducted for ACM and LBP and regulations would be followed according to the AMP and LBPMP (SJAFB, 1999; SJAFB, 2006b).

No known USTs or ASTs would be impacted or relocated from implementation of the BRAC projects. No new USTs or ASTs are proposed.

Any hazardous waste generated from renovation, demolition and construction activities at SJAFB would be managed in accordance with North Carolina Hazardous Waste Management Rules and SJAFB's HWMP and permit.

##### **4.13.1.2 Non-Construction Sources**

This EA includes a proposed increase of eight new aircraft, as well as approximately 711 people to the SJAFB population. This proposed change might slightly increase solid hazardous and non-hazardous waste generated from the Base. All regulations set forth in the HWMP would be followed and current storage and handling capabilities would not be

exceeded. No ERP sites would be affected, and worker health and safety would be maintained.

#### **4.13.2 No-Action Alternative**

Under the no-action alternative, current hazardous waste conditions would persist at SJAFB

### **4.14 SAFETY**

#### **4.14.1 Proposed Action Alternative**

The proposed BRAC action would pose few additional safety risks to Base personnel and property. During construction, best management practices would be employed, and standard industrial safety requirements and procedures would be enforced which would minimize any safety risks associated with construction activities.

Projects associated with the BRAC action would have no impacts on Accident Potential Zones identified in the AICUZ or on the BASH plan.

#### **4.14.2 No-Action Alternative**

All existing safety conditions and procedures would remain the same at SJAFB under the no-action alternative.



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## **5.0 CUMULATIVE EFFECTS AND IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

### **5.1 CUMULATIVE EFFECTS**

“Cumulative impact” is defined in the Council on Environmental Quality’s NEPA regulations as the, “impact on the environment that results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions...” (40 CFR 1508.7). The Council on Environmental Quality interprets this regulation as referring only to the cumulative impact of the direct and indirect effects of the proposed action and its alternatives when added to the aggregate effects of past, present and reasonably foreseeable future actions (CEQ, 2005). These actions include actions by the same agency, and outside sources, both public and private. Cumulative effects are the impacts of incremental actions. It is not the direct impact of each action, which may be individually insignificant, but the combination of different actions that can lead to cumulative effects.

The scope of the cumulative effects analysis encompasses both the geographic extent and the time frame of any possible effects. Any resources affected by this proposed action and outlined in this EA are analyzed under cumulative effects. The geographic extent is the same area and resources defined as the affected environment. The time frame includes all past, present, and reasonably foreseeable actions. Actions considered include all Federal, non-Federal, and private actions.

### **5.2 PAST, PRESENT, AND REASONABLY FORESEEABLE ACTIONS**

#### **5.2.1 Past Actions**

No past actions were identified that would have any cumulative effects on the affected resources identified with the proposed action. All past actions that have already been completed are incorporated in the baseline conditions and affected resources of this EA.

#### **5.2.2 Present Actions**

The following present actions were identified as potentially having cumulative effects.  
*Wing Infrastructure Development Outlook Plan*

The Wing Infrastructure Development Outlook Plan (WINDO) was developed for SJAFB in 2005. The WINDO Plan includes 56 infrastructure improvements that were identified to ensure continued successful completion of SJAFB’s military mission. The infrastructure improvements include new construction, upgrades, additions, and demolition of various Base facilities and services (SJAFB, 2005d).

### *Program Budget Decision-720*

Program Budget Decision-720 (PBD-720) was implemented by Congress to improve the mission capability of the USAF. The plan allows the USAF to modernize its aircraft and primary weapons systems within its operating budgets over the next five years. PBD-720 grants the USAF the authority to make manpower adjustments to make the necessary investments in modern aircrafts and weapons systems and to maintain mission capability.

Table 5-1 shows the manpower adjustments of PBD-720 at SJAFB through the end of FY 2011. A total reduction in manpower of 288 is expected by 2012.

**Table 5-1 – PBD-720 Manpower Adjustments**

	<b>FY07 - Q1</b>	<b>FY07 - Q2</b>	<b>FY07 - Q3</b>	<b>FY07 - Q4</b>	<b>FY08 - Q4</b>	<b>FY09 - Q4</b>	<b>FY10 - Q4</b>	<b>FY11 - Q4</b>
<b>Seymour Johnson Manpower Figures</b>	5097	5098	5087	4899	4878	4811	4809	4809

### **5.2.3 Reasonably Foreseeable Actions**

The following reasonably foreseeable action was identified as potentially having cumulative effects.

#### *Regional Growth of Wayne County*

Wayne County is projected to grow 16% from 2000 to 2030 (see Table 3-3 – Population). This growth in population, industry, and commerce will increase the demand on service and infrastructure. Future growth will also increase the environmental effects on resource areas, such as air quality, land use, and water resources.

## **5.3 CUMULATIVE EFFECTS ANALYSIS**

This section discusses the effects of other past, present, and reasonably foreseeable actions combined with the effects of proposed action at SJAFB, and whether any significant cumulative effects were not identified when the proposed action was evaluated individually.

The cumulative effects on land-use would be negligible. No effects are anticipated to on-Base land-use and only minimal changes are expected to impervious surfaces at SJAFB. Future potential growth of Wayne County and the City of Goldsboro is not likely to encroach upon SJAFB or restrict its potential growth. The proposed projects have been planned in accordance with the SJAFB AICUZ and with existing and future land use plans for SJAFB and the City of Goldsboro, Wayne County.

The cumulative effects on transportation would be negligible. Regional infrastructure expansion will be able to accommodate any future community growth.

The cumulative socio-economic effect would be slightly positive. The increase in population and economic impact of SJAFB from the proposed action would be positive. However, the PBD-720 directive and manpower reductions would counteract the increase in personnel from the BRAC action. The BRAC action would cause an increase in military personnel of 362. PBD-720 will cause an estimated decrease of 288 personnel by 2012. While there would be a slight increase in economic activity due to personnel increases and construction activity associated the proposed action, the benefits would largely be negated by the decrease in personnel from PBD-720. The cumulative effects are expected to only have a slightly positively influence on local and regional economy.

The cumulative effects on infrastructure would be minimal. The increased infrastructure use and demand from the proposed action would be negated by the PBD-720 personnel decreases. The purpose of the WINDO project is to improve and streamline infrastructure at SJAFB to meet the needs of this and any future proposed actions. Regionally, the infrastructure systems are robust and have sufficient capacity to accommodate future growth.

The proposed addition to the CIRF shop within the 100-year floodplain has no practicable alternative. This project is not expected to alter the floodplain or have any adverse impacts.

Cumulative effects on air quality would be minimal. Emissions from base activities would increase slightly; however, emissions from the increased Base-population from the proposed action would be negated by the PBD-720 manpower draw-down. Future regional growth will increase overall emissions; however, Wayne County is currently in attainment for all NAAQS pollutants. Cumulative effects are expected to be insignificant.

The cumulative effect of noise would be minimal. While a slight increase in noise levels from the increase in aircraft would take place, it is unlikely that any other outside activities would have a significant impact on community noise levels. Any further increases in aircraft operations and community growth, or changes in zoning, would be governed by the SJAFB AICUZ plan.

Airspace management is not expected to have any cumulative effects. There are no current conflicts with airspace management in the region and there are no actions anticipated to cause any cumulative effects.

The cumulative effects of hazardous materials and waste management would be negligible. Minimal changes to the volume of waste are anticipated to translate to regional landfills. No immediate cumulative effects are anticipated.

No cumulative effects to safety are anticipated. All current safety regulations at SJAFB would continue, and any zoning or community growth would be governed by the SJAFB AICUZ plan.

The proposed action would have no significant effects on cultural resources, visual resources, natural or biological communities, and soils and geology. No cumulative effects are anticipated for these resources.

#### **5.4 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

NEPA requires Federal agencies to identify irreversible and irretrievable commitments of resources that would be utilized if the proposed action is implemented (40 CFR 1502.16). This analysis includes the consumption of material, energy, and human resources. Irreversible and irretrievable commitments are evaluated by the effects of the consumption or the destruction of a non-renewable resource that can not be replaced in a reasonable period of time. The use of these resources is considered permanent.

Materials resources that would be used for the proposed action include various building and construction materials used for the proposed new facilities and additions. These materials are in abundant supply and are readily available in the area. The use of these materials would not limit other activities or uses of this resource, and the effects would not be insignificant.

Energy resources that would be used for the proposed action include gasoline and diesel fuel, JP-8 fuel, natural gas, and electricity. These energy resources would be consumed and irretrievably lost during construction and on-going operations. However, consumption of these resources would not deplete their abundance or restrict their availability for other uses. The effects of using energy resources would not be significant.

Human resources for the proposed action include the used of personnel for construction and on-going operations. This is considered an irretrievable loss because those personnel involved are considered unable to engage in other activities. The use of some human resources is considered beneficial, as it represents employment and increases the welfare of the community. Human resources are readily available, and their use would not affect other activities or impair the USAF from completely its mission.

## **6.0 LIST OF PREPARERS**

### **MWH Americas, Inc.**

Tara H. Drew  
Project Manager  
BS Chemical Engineering  
8 years experience

Steven T. Bedross  
Technical Leader  
MA Landscape Architecture, BS Natural Resource Management  
19 years experience

Gwendo-Lyn Turner  
Technical Writing Editor  
MS Ecology, BA Biological Sciences  
32 years experience

Larry K. Carr  
GIS Design  
BS Geology  
12 years experience

Stephanie R. Murphy  
Environmental Scientist  
BS Wildlife, Fisheries, and Conservation Biology  
9 years experience

Linda N. Brigham  
Environmental Engineer  
BS Environmental Engineering  
7 years experience

David E. Nowak  
Environmental Scientist  
BA Environmental Science and Engineering, BA Economics  
2 years experience

### **Agency Contacts**

Laura Busch  
Environmental Planner  
4 CES/CEV, SJAFB

Don Calder  
NEPA Project Manager  
ACC, Langley AFB

Josh Garcia  
Delivery Order Manager  
USACE

Michelle Cox  
Air Quality  
4 CES/CEV, SJAFB

Robin DeMark  
Public Affairs  
4 FW/PA, SJAFB

Bob Hankins  
Housing  
4 CES/CECH, SJAFB

SMSgt Warren Holt  
CIRF Contact  
4 CMF/MXMP, SJAFB

Angus Mackelvey  
Air Quality  
4 CES/CEV, SJAFB

Michael Lazaro  
Geographer/GIS Specialist  
4 CES/CEV, SJAFB

Larry Pickett  
Air Space Management  
4 OSS/OSOR, SJAFB

Norm Taflinger  
BRAC Program Planner  
4 CES/CECP, SJAFB

Lt Col Young  
916 ARW, SJAFB



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**APPENDIX A**

**DD FORM 1391 FOR THE PROPOSED PROJECTS**

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1. COMPONENT AF(ACC)		FY 2008 MILITARY CONSTRUCTION PROJECT DATA		2. DATE DEC 05 2006	
3. INSTALLATION AND LOCATION Seymour Johnson AFB, North Carolina			4. PROJECT TITLE BRAC F-100 PROPULSION SHOP		
5. PROGRAM ELEMENT 27596f	6. CATEGORY CODE 211-157	7. PROJECT NUMBER VKAG 06-3002	8. PROJECT COST (\$000)		
9. COST ESTIMATE					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES		S			
SHOP, JET ENGINE INTERMEDIATE MAINTENANCE					
SPECIAL FOUNDATIONS (FILL FOR FLOOD PLAIN)					
ANTITERRORISM/FORCE PROTECTION					
HVAC					
INSULATION					
SUPPORTING FACILITIES					
UTILITIES					
PAVEMENTS					
SITE IMPROVEMENTS					
CHILLER PLANT					
COMMUNICATIONS					
SUBTOTAL					
CONTINGENCY ( )					
TOTAL CONTRACT COST					
SUPERVISION, INSPECTION AND OVERHEAD					
TOTAL REQUEST					
TOTAL REQUEST (ROUNDED)					
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-EAD)					

10. DESCRIPTION OF PROPOSED CONSTRUCTION: Reinforced concrete foundations and floor slab, structural steel frame, reinforced concrete masonry exterior walls, standing seam metal roof, and laminated exterior windows. Install environmental control systems for the F-100 Engine Inspection and Repair Shop, including wall and roof insulation. HVAC equipment, supporting chiller plant with poWvr supply. Includes site improvements. HVAC, utilities, fire protection, parking and all necessary support. Includes antiterrorism/force protection requirements identified in the DoD Unified Facilities Criteria. Air conditioning: 180 Tons

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11. REQUIREMENT: 5,578 SM ADEQUATE: 5,299 SM SUBSTANDARD: 279 SM

PROJECT: BRAC F-100 PROPULSION SHOP (Current Mission)

REQUIREMENT: An adequately sized and functionally configured facility, with essential environmental controls, for maintenance of F-15E engines with space for engine and parts storage to support the additional workload. Force protection will comply with minimum DoD standards.

CURRENT SITUATION: The Base Realignment and Closure Commission (BRAC) 2005 recommendations include the establishment of a Centralized Intermediate Repair Facility (CIRF) for F-100 engines at Seymour Johnson AFB. There are insufficient and inadequate facilities at Seymour Johnson AFB to support the mission. The environmental controls supporting the F-100 Engine Shop at Bldg 2121 are inadequate to meet the increased mission requirements.

IMPACT IF NOT PROVIDED: The base will not have adequate facilities upon establishment of the F-100 CIRF. The shop will not be capable of meeting technical order requirements. This will negatively impact the maintenance of the engines used in F-15E aircraft. BRAC recommendations will not be fully implemented. ADDITIONAL: Funding is to be provided from the Base Closure Account. This project meets the criteria/ scope specified in Air Force Handbook 32-1084, Facility Requirements. A preliminary analysis of reasonable options was accomplished comparing alternatives of status quo, renovation, addition/alteration and new construction. It indicated that there is only one option that will meet operational requirements. Because of this, a full economical analysis was not performed. A Certificate of Exemption was prepared

JOINT USE CERTIFICATION: The facility can be used by other components on an "as available" basis however the scope of the project is based on Air Force requirements.

<b>1. COMPONENT</b> AIR FORCE (ACC)	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	<b>2. DATE</b>
<b>3. INSTALLATION AND LOCATION</b> SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA		
<b>4. PROJECT TITLE</b> BRAC F-100 PROPULSION SHOP		<b>5. PROJECT NUMBER</b> VKAG 06-3002

CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS

COMMAND: Air Combat Command  
 BASE, STATE, COUNTRY IF OVERSEAS: Seymour Johnson Air Force Base, North Carolina  
 PROJECT TITLE: BRAC F-100 PROPULSION SHOP  
 PROJECT NUMBER: VKAG 06-3002

**I. INSTRUCTIONS:**

Place one X in the most appropriate response for each topic area to show status of compliance. When responding to a statement requiring additional data, fill in the blank with appropriate information. If none of the printed statements are appropriate, add or attach an appropriate comment. For MILCON projects, the BCE and installation commander shall sign the certificate and submit it to the MAJCOM where it will be updated and readily available to HQ USAF.

**II. PLANNING:**

**1. Environmental Impact Analysis Process (AFI 32-7061):**

☒ Categorical exclusion (CATEX) number 11 applies.

☒ Environmental Assessment/Finding of No Significant Impact signed 20 Oct 05 (date). Project is an addition to a building that is located adjacent to new facility 2126 analyzed in the WINDO EA FONSI/FONPA

☐ Draft Environmental Impact Statement (EIS) started. Expected completion date is: \_\_\_\_\_.

☐ Draft EIS filed on \_\_\_\_\_ (date).

☐ Final EIS filed on \_\_\_\_\_ (date).

☐ Record of Decision signed on \_\_\_\_\_ (date).

☐ Foreign nation or protected global resource exemption number \_\_\_\_\_ applies.

☐ Environmental study (or review underway) under preparation. Expected completion date is \_\_\_\_\_.

☐ Environmental study (or review) completed on \_\_\_\_\_ (date).

**2. Wetlands (AFI 32-7064):**

☒ Project is not sited in or adjacent to a wetland.

☐ Requirements of Clean Water Act, Section 404 & 401 in progress. Estimated completion date is \_\_\_\_\_.

☐ Requirements of Clean Water Act, Section 404 & 401 completed on \_\_\_\_\_ (date).

☐ Section 404 & 401 Permits issued \_\_\_\_\_ (date).

☐ Finding of No Practicable Alternative signed \_\_\_\_\_ (date).

**3. Floodplains (AFI 32-7064):**

☐ Project is not sited in a 100-year flood plain.

☐ Requirements of EO 11988 in progress. Estimated completion date is \_\_\_\_\_.

☐ Project is sited in a 100-year flood plain. Requirements of EO 11988 completed on 1 Jan 06 (date).

☒ Finding of No Practicable Alternative signed 20 Oct 05 (date).

**4. Coastal Zone Management (AFI 32-7064):**

☒ Project does not directly affect a state coastal zone.

☐ Consistency determination is being developed. Estimated completion date is \_\_\_\_\_.

☐ Consistency determination completed on \_\_\_\_\_ (date).

<b>1. COMPONENT</b> AIR FORCE (ACC)	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	<b>2. DATE</b>
<b>3. INSTALLATION AND LOCATION</b> SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA		
<b>4. PROJECT TITLE</b> BRAC F-100 PROPULSION SHOP	<b>5. PROJECT NUMBER</b> VKAG 06-3002	
<b><u>CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS</u></b> (Continued)		
<p><b>12. <u>Environmental Restoration Program:</u></b></p> <p><input checked="" type="checkbox"/> Facility is not sited on or near an ERP site.</p> <p><input type="checkbox"/> Facility is sited near an ERP site approximately _____ feet away.</p> <p><input type="checkbox"/> Facility is on an ERP site.</p> <p><input type="checkbox"/> A Request for Waiver was submitted to MAJCOM on _____ (date).</p> <p><input type="checkbox"/> The site is projected to be remediated and/or closed out on _____ (date), prior to commencement of construction activities.</p> <p><input type="checkbox"/> The nature of the site contamination does not preclude the type of construction activity proposed.</p> <p><input type="checkbox"/> There is a Compliance Agreement associated with this site.</p> <p><input type="checkbox"/> A Remedial Investigation Feasibility Study was completed on _____ (date) to accurately delineate the extent of the contamination.</p> <p><input type="checkbox"/> Cost of remedial action is included as part of MILCON project</p> <p><b>13. <u>Air Pollutants (AFI 32-7040):</u></b></p> <p style="padding-left: 20px;">a. Generation:</p> <p><input checked="" type="checkbox"/> Will not be generated by the operation or construction of this facility.</p> <p><input type="checkbox"/> Will be generated by the operation or construction of this facility. Describe type and amount of substances expected to be generated, existing control systems, and the need for additional controls.</p> <p style="padding-left: 20px;">b. Conformity:</p> <p><input type="checkbox"/> Conformity analysis required.</p> <p><input checked="" type="checkbox"/> Conformity analysis not required.</p> <p><b>14. <u>Water Pollutants (AFI 32-7041):</u></b></p> <p><input checked="" type="checkbox"/> Facility will not generate water pollutants.</p> <p><input type="checkbox"/> Facility construction will not cause soil erosion.</p> <p><input type="checkbox"/> Facility will generate water pollutants. Describe type and amount along with minimization, treatment, and disposal plan.</p> <p><input type="checkbox"/> Facility construction will cause erosion and require an erosion control plan.</p> <p><b>15. <u>Solid and Hazardous Wastes (AFIs 32-7042, 7080):</u></b></p> <p><input checked="" type="checkbox"/> Facility will not be used for managing solid or hazardous wastes.</p> <p><input type="checkbox"/> Facility will be for managing solid or hazardous wastes.</p>		

<b>1. COMPONENT</b>		<b>2. DATE</b>
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AIR FORCE (ACC)	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	
<b>3. INSTALLATION AND LOCATION</b>		
SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA		
<b>4. PROJECT TITLE</b>	<b>5. PROJECT NUMBER</b>	
BRAC F-100 PROPULSION SHOP	VKAG 06-3002	
<u>CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS</u> (Continued)		
<p>16. <u>Underground Storage Tanks (AFI 32-7044) (Check all that apply):</u></p> <p><input checked="" type="checkbox"/> No underground storage tanks are involved.</p> <p><input type="checkbox"/> New underground storage tanks will be installed.</p> <p><input type="checkbox"/> Existing tanks on the project site will be removed.</p> <p><input type="checkbox"/> Regulatory agency was notified on _____ (date).</p> <p><input type="checkbox"/> Contamination exists.</p> <p><input type="checkbox"/> Cost of contamination clean up is included as part of MILCON project.</p> <p><input type="checkbox"/> Contamination does not exist.</p> <p><input type="checkbox"/> Contamination unknown.</p> <p><input type="checkbox"/> Existing tanks on the project site will be retained.</p> <p><input type="checkbox"/> Contamination exists.</p> <p><input type="checkbox"/> Contamination does not exist.</p> <p><input type="checkbox"/> Contamination unknown.</p> <p>17. <u>Air Installation Compatible Use Zone (AFI 32-7063):</u></p> <p><input type="checkbox"/> Facility is sited within acceptable noise level according to the Air Installation Compatible Use Zone Study. No noise level reduction is required.</p> <p><input checked="" type="checkbox"/> Facility is not sited in compliance with Air Installation Compatible Use Zone Study. Noise level reduction of <u>30 dB</u> will be provided in design and construction.</p> <p>18. <u>Base General Plan (AFI 32-7062):</u></p> <p><input checked="" type="checkbox"/> Facility is sited in accordance with the General Plan and is within a compatible land use area.</p> <p><input type="checkbox"/> Facility is not sited in accordance with the General Plan and is not within a compatible land use area for the following reason: _____.</p> <p>19. <u>Airfield Clearance Criteria (UFC 03-260-01):</u></p> <p><input checked="" type="checkbox"/> Facility is in compliance with airfield clearance criteria, including clear zone, accident potential zones, frangibility requirements, and airfield airspace (height obstruction) criteria and poses no potential threat to flight safety.</p> <p><input type="checkbox"/> A request for waiver to airfield/air space clearance criteria is being prepared. Expected completion date is _____.</p> <p><input type="checkbox"/> A temporary waiver for construction activity in the airfield vicinity was approved on _____ (date).</p> <p><input type="checkbox"/> A permanent waiver of airfield/air space clearance criteria was obtained on _____ (date).</p> <p>20. <u>Air Space Use:</u></p> <p><input checked="" type="checkbox"/> Project does not affect air space use and does not require submittal of FAA Form 7460-1 to the Regional Office of the FAA.</p> <p><input type="checkbox"/> Project sent to Regional FAA on _____ (date). Obstruction marking and lighting recommendations are included in the project.</p>		

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<b>1. COMPONENT</b>	<b>2. DATE</b>
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AIR FORCE (ACC)	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	
<b>3. INSTALLATION AND LOCATION</b>		
SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA		
<b>4. PROJECT TITLE</b>	<b>5. PROJECT NUMBER</b>	
BRAC F-100 PROPULSION SHOP	VKAG 06-3002	
<b><u>CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS</u></b> (Continued)		
<p><b>21. <u>Explosives Quantity/Distance Siting and Safety Clearance Criteria:</u></b></p> <p style="margin-left: 20px;">a. Projects (new construction, facility modification, or change in use) involving explosives storage or handling.</p> <p>___ Explosives safety siting approval obtained on _____ (date).</p> <p>___ Request for explosive safety siting approval sent to MAJCOM on _____ (date). Expected approval date is _____.</p> <p>___ Request for Waiver/Exemption sent to MAJCOM on _____ (date). Expected approval date is _____.</p> <p style="margin-left: 20px;">b. Projects not involving explosives (new construction, facility modification, or change in use).</p> <p>___ Project is not sited within explosives clear zones.</p> <p>___ Explosives safety siting approval obtained on _____ (date).</p> <p>___ Request for explosive safety siting approval sent to MAJCOM on _____ (date). Expected approval date is _____.</p> <p><input checked="" type="checkbox"/> Request for Waiver/Exemption sent to MAJCOM on <u>1 Feb 07</u> (date). Expected approval date is <u>1 Sep 07</u>.</p> <p><b>22. <u>Air Base Survivability, Conventional Hardening, Chemical Protection Levels and Priorities, Camouflage, Concealment and Deception:</u></b></p> <p><input checked="" type="checkbox"/> Project does not affect air base operability.</p> <p>___ Facility is sited or constructed in compliance with criteria contained in WMP-1.</p> <p>___ Waiver or exemption required; request submitted to MAJCOM Civil Engineering Readiness Office, in accordance with WMP-1 on _____ (date).</p> <p>___ Waiver or exemption granted on _____ (date).</p> <p><b>23. <u>Allowance for the Physically Handicapped:</u></b></p> <p>___ Project provides all design features for handicapped.</p> <p><input checked="" type="checkbox"/> Project provides access and limited features.</p> <p>___ Project provides access but no other features.</p> <p>___ Design features for handicapped are not required.</p> <p>___ Design features will not be provided for the following reason: _____.</p> <p><b>24. <u>Real Estate Requirements (AFI 32-9001):</u></b></p> <p><input checked="" type="checkbox"/> Project does not require acquisition of real estate interest.</p> <p>___ Project requires acquisition of a real estate interest over \$500,000.</p> <p>___ Land interest is to be acquired through minor land authority.</p> <p>___ Other (explain): _____.</p> <p><b>25. <u>Antiterrorism/Force Protection:</u></b></p> <p>___ Antiterrorism/force protection measures included in this project are based on a completed installation terrorist threat assessment and a completed Command or Joint Staff Installation Vulnerability Assessment.</p> <p>___ Antiterrorism/force protection measures included in this project satisfy requirements established by a completed installation Physical Security and Force Protection Plan (DoD 2000.16. Standard 15).</p> <p><input checked="" type="checkbox"/> Project meets or exceeds the requirements of DoD Antiterrorism Construction Standards.</p>		

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<b>1. COMPONENT</b>	<b>2. DATE</b>
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AIR FORCE (ACC)	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	
<b>3. INSTALLATION AND LOCATION</b>		
SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA		
<b>4. PROJECT TITLE</b>	<b>5. PROJECT NUMBER</b>	
BRAC F-100 PROPULSION SHOP	VKAG 06-3002	
<b><u>CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS</u></b> (Continued)		
<p>26. <u>Excess Space:</u>  <input checked="" type="checkbox"/> Excess space is not available to satisfy the requirement.</p> <p>27. <u>Temporary Facilities Incident to Construction:</u>  <input checked="" type="checkbox"/> Temporary facilities are not required for this project.  <input type="checkbox"/> Temporary facilities are required for this project and will be demolished or removed upon completion.</p> <p>28. <u>Communications and Information Support:</u>  <input checked="" type="checkbox"/> The communications equipment, information technology systems, prewiring costs, and other requirements for this project have been identified and are included in the project cost estimate and all other applicable project documents.</p> <p>29. <u>Energy and Water Conservation:</u>  <input checked="" type="checkbox"/> Project complies with the minimum energy and water conservation performance standards.</p> <p>30. <u>Seismic Considerations:</u>  <input checked="" type="checkbox"/> Seismic planning and design complies with TI 809-04.  <input type="checkbox"/> Seismic evaluations performed for existing facilities.  <input type="checkbox"/> Seismic deficiencies identified by the seismic evaluations are mitigated by project completion.</p> <p>31. <u>Joint Use Certification (include selection on DD Form 1391):</u>  <input checked="" type="checkbox"/> Mission requirements, operational considerations, and location are incompatible with use by other components.  <input type="checkbox"/> This is an installation utility/infrastructure project, and does not qualify for joint use at this location. However, all tenants on this installation are benefited by this project.  <input type="checkbox"/> This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements.  <input type="checkbox"/> This facility is programmed for joint use with _____ (identify the component the facility is jointly used with); however, it is fully funded by the Air Force.  <input type="checkbox"/> The facility is programmed for joint use with _____ (identify the component(s) the facility is jointly used with) and is conjunctively funded by _____ (identify the participating component(s)).</p> <p>32. <u>Sustainable Design and Development:</u>  <input type="checkbox"/> Project includes sustainable development concepts.  <input type="checkbox"/> Project will qualify for LEED™ certification.  <input checked="" type="checkbox"/> Project does not include sustainable development concepts.</p> <p>I concur with the above statements.</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%; text-align: center;">           _____            Base Civil Engineer (date)         </div> <div style="width: 45%; text-align: center;">           _____            Installation Commander (date)         </div> </div>		



<b>1. COMPONENT</b> AFRC		<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>		<b>2. DATE</b>	
<b>3. INSTALLATION AND LOCATION</b> SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA			<b>4. PROJECT TITLE</b> BRAC AFR ADD-ALTER SQUADRON OPERATIONS AND AMU		
<b>5. PROGRAM ELEMENT</b> 27998	<b>6. CATEGORY CODE</b> 141-753	<b>7. PROJECT NUMBER</b> VKAG 06-3005	<b>8. PROJECT COST (\$000)</b>		
<b>9. COST ESTIMATE</b>					
<b>ITEM</b>		<b>U/M</b>	<b>QUANTITY</b>	<b>UNIT COST</b>	<b>COST (\$000)</b>
<b>PRIMARY FACILITIES</b> ADD SQUADRON OPERATIONS ADD AIRCRAFT MAINTENANCE UNIT ALTER AIRCRAFT MAINTENANCE UNIT ANTITERRORISM/FORCE PROTECTION  <b>SUPPORTING FACILITIES</b> COMMUNICATIONS DEMOLISH SUBSTANDARD AMU SPACE UTILITIES/PAVEMENT/SITE IMPROVEMENTS  <b>SUBTOTAL</b> CONTINGENCY <b>TOTAL CONTRACT COST</b> SUPERVISION, INSPECTION AND OVERHEAD <b>TOTAL REQUEST</b> <b>TOTAL REQUEST (ROUNDED)</b> EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)					
<b>10. DESCRIPTION OF PROPOSED CONSTRUCTION:</b> Reinforced concrete foundations and floor slab, masonry exterior walls, standing seam metal roof systems, fire detection/suppression systems, HVAC, associated site utilities, parking, grading, landscaping and other required support. The proposed project shall be designed and constructed according to current AT/FP standards. Air Conditioning: 240 Tons					
<b>11. Requirement:</b> 4735 SM Adequate: 0 SM Substandard: 406 SM  <b>PROJECT:</b> Construct addition and alter as required Hangar 4909 for KC-135 Squadron Operations with life support storage and the Aircraft Maintenance Unit (AMU) . (BRAC) <b>REQUIREMENT:</b> Adequately sized and functionally configured facilities to satisfy all training requirements, maintenance, storage and administrative requirements of the Squadron Operations with life support storage and the AMU. <b>CURRENT SITUATION:</b> The Base Realignment and Closure Commission (2005) recommendation includes realignment of Grand Forks AFB, ND and the transfer of eight PAA KC-135R/T to Seymour-Johnson AFB, NC. The existing squadron operations is site constrained and addition to the facility is cost prohibitive. Adding to and renovating Hangar 4909 is the most cost effective means to provide an adequate facility that consolidates like operations for active duty and reserve components. There are no other adequate facilities on base to accommodate a Sq Ops/AMU. <b>IMPACT IF NOT PROVIDED:</b> Operations, maintenance, and support personnel will remain in severely undersized and physically separated buildings and will never develop the cohesiveness necessary to become an efficient and effective operational squadron essential to fulfillment of wartime taskings critical in the defense of this country and carrying out the Global Reach Mission of our armed forces throughout the world. BRAC FY05 recommendations will not be achieved.  <b>ADDITIONAL:</b> Funding is to be provided from the Base Closure Account. This project meets the criteria/scope specified in Air Force Reserve Command Handbook 32-1001, Standard Facility Requirements. A preliminary analysis of reasonable options was accomplished comparing alternatives of status quo, renovation, addition/alteration, and new construction. It indicates there is only one option that will meet operational requirements. Because of this, a full economic analysis was not performed. A certificate of exemption was prepared. POC: Ms. Donna Young, HQ AFRC/CEPR, DSN 497-1108. This facility project is a candidate for Comprehensive Interior Design (CID) .Equipment from other appropriations: for furnishings. New Work: 48,545 SF = 4,510 SM. Alteration: 2,422 SF = 225 SM. <b>JOINT USE CERTIFICATION:</b> This facility is programmed for joint use with Air Mobility Command; however, it is fully funded by the Air Force Reserve.					



1. COMPONENT	FY 2007 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
AFRC		

3. INSTALLATION AND LOCATION
SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)

4. PROJECT TITLE	5. PROJECT NUMBER
BRAC ADD/ALTER SQUADRON OPERATIONS AND AMU	VKAG 06-3005

### CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS

**COMMAND:** Air Combat Command / Air Force Reserve Command

**BASE, STATE, COUNTRY IF OVERSEAS:** Seymour Johnson Air Force Base, North Carolina

**PROJECT TITLE:** BRAC ADD/ALTER SQUADRON OPERATIONS AND AMU

**PROJECT NUMBER:** VKAG 06-3005

#### I. INSTRUCTIONS:

Place an **X** in the most appropriate response for each topic area to show current status of compliance. When responding to a statement requiring additional date, fill in the blank with appropriate information. If none of the printed statements are appropriate, add or attach an appropriate comment. For MILCON projects, the BCE and Installation commander shall sign the certificate and submit it to the MAJCOM where it will be updated and readily available to HQ USAF.

#### II. PLANNING:

##### 1. Environmental Impact Analysis Process (AFI 32-7061)

- ☐ Categorical exclusion number A2.3.11 applies.
- ☒ Environmental Assessment completed: 1 Nov 05 (WINDO EA)
- ☐ Finding of No Significant Environmental Impact signed on: \_\_\_\_\_
- ☐ Draft Environmental Statement (EIS) under preparation. Expected completion date is: \_\_\_\_\_
- ☐ Draft EIS filed on \_\_\_\_\_ (date).
- ☐ Final EIS filed on \_\_\_\_\_
- ☐ Record of Decision signed on \_\_\_\_\_ (date).
- ☐ Foreign nation or protected global resource exemption number \_\_\_\_\_ applies.
- ☐ Environmental study (or review underway) under preparation. Expected completion date \_\_\_\_\_.
- ☐ Environmental study (or review) completed on \_\_\_\_\_ (date).

##### 2. Wetlands (AFI 32-7064):

- ☒ Project is not sited in or adjacent to a wetland.
- ☐ Requirements of Clean Water Act, Section 404 and 401 in progress. Estimated completion date is: \_\_\_\_\_
- ☐ Requirements of Clean Water Act, Section 404 and 401 completed on \_\_\_\_\_ (date).
- ☐ Section 404 and 401 Permits Issued on: \_\_\_\_\_ (date)
- ☐ Finding of "No Practicable Alternative" signed on: \_\_\_\_\_ (date).

##### 3. Flood plains (AFI 32-7064):

- ☒ Project is not sited in a 100-year flood plain.
- ☐ Requirements of EO 11988 in progress. Estimated completion date is \_\_\_\_\_ (date).
- ☐ Project is sited in a 100-year flood plain. Requirements of EO 11988 completed on June 1994.
- ☐ Finding of "No Practicable Alternative" signed on \_\_\_\_\_ (date).

1. COMPONENT  AFRC	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC ADD/ALTER SQUADRON OPERATIONS AND AMU		5. PROJECT NUMBER  VKAG 06-3005
<b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b>		
<p><b>4. Coastal Zone Management (AFI 32-7064):</b></p> <p><input checked="" type="checkbox"/> Project does not directly affect a state coastal zone.</p> <p><input type="checkbox"/> Consistency determination being developed. Estimated completion date is _____.</p> <p><input type="checkbox"/> Consistency determination completed on _____ (date).</p> <p><b>5. Coastal Barrier Resources (AFI 32-7064):</b></p> <p><input checked="" type="checkbox"/> Project is not sited within the Coastal Barrier Resources System.</p> <p><input type="checkbox"/> Project excepted from the Coastal Barrier Resources Act (CBRA).</p> <p><input type="checkbox"/> Consultation with the Regional Director, United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) in progress. Estimated completion date is: _____.</p> <p><input type="checkbox"/> Consultation with the Regional Director, USFWS, concluded on _____ (date).</p> <p><b>6. Threatened and Endangered Species (AFI 32-7064):</b></p> <p><input checked="" type="checkbox"/> Project has no potential for affecting threatened or endangered species or critical habitats.</p> <p><input type="checkbox"/> Based upon advice from USFWS/NMFS or host nation liaison on _____ (date), threatened or endangered species in the vicinity of the project will not be affected.</p> <p><input type="checkbox"/> Consultation with USFWS/NMFS underway in accordance with the Endangered Species Act.</p> <p><input type="checkbox"/> Formal consultation with the Regional Director, USFWS completed on _____ (date).</p> <p><input type="checkbox"/> Biological Assessment is required. Estimated completion date is _____ (date).</p> <p><input type="checkbox"/> Biological opinion issued by USFWS on _____ (date).</p> <p><b>7. Cultural Resource Management (AFI 32-7065):</b></p> <p><input type="checkbox"/> Properties affected by project are addressed in a Programmatic Agreement that was fully executed with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) on: _____.</p> <p><input type="checkbox"/> Project areas has not been surveyed for historic properties. Survey requirements are identified in the A-106 System and the estimated completion date is _____.</p> <p><input type="checkbox"/> Project area has been surveyed and no historic properties were identified; the State Historic Preservation Officer was notified by letter dated _____.</p> <p><input type="checkbox"/> Survey identified historic properties but the Project will have no effect on them; written concurrence by the State Historic Preservation Officer is dated _____.</p> <p><input checked="" type="checkbox"/> After consultation, State Historic Preservation Officer concurred that the project will have no adverse effect on historic properties. The Advisory Council on Historic Preservation concurred in writing with this determination on <u>6 Aug 96</u>.</p> <p><input type="checkbox"/> Project will have an adverse effect on historic properties. A Memorandum of Agreement (MOA) mitigating the adverse effect was executed on _____ (date).</p> <p><input type="checkbox"/> Estimated date to execute the MOA is _____ or No MOA was developed and the formal comments of the Council are being sought.</p> <p><input type="checkbox"/> Project will affect a site or property of interest to Native Americans.</p> <p><input type="checkbox"/> Appropriate Native American Tribe or Group contacted on: _____.</p>		

1. COMPONENT  AFRC	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC ADD/ALTER SQUADRON OPERATIONS AND AMU		5. PROJECT NUMBER  VKAG 06-3005

**CERTIFICATE OF COMPLIANCE CONT.**

**8. Interagency and Intergovernmental Coordination for Environmental Planning (AFI 32-7060):**

☒ Coordination of proposed project with the state Single Point of Contact or other agencies is not required.

☐ Coordination with the state Single Point of Contact is in progress. Expected date of completion is 30 Nov 04.

☐ Proposed project was coordinated with the state Single Point of Contact or other agencies on 17 May 95  
(Specify any other agencies).

**9. Environmental Permits (AFIs 32-7040, 7041, 7042, and 7044):**

☐ No permits are required

☐ No permits required, but regulatory agency notification required prior to construction (e.g. underground storage tank removals).

☒ The following permits are required prior to construction: (List Construction and Operating Permits)

1. AF FORM 103 Base Civil Engineering Work Clearance Request
2. Sedimentation and Erosion Control
3. Asbestos Remediation Plan and Disposal Permit
4. Lead Based Paint Remediation Plan and Disposal Permit

**10. Potentially Regulated Substances (AFI 32-1052, 7042):**

a. Asbestos:

☐ not present:

☐ Survey Underway

☒ present; (Will be mitigated by contractor IAW SJAFB ACS Management Plan).

*\*(Abatement must be accomplished IAW all Federal, State & Local Regulations)*

b. Lead Based Paint:

☐ not present:

☐ Survey Underway

☒ present; (Will be mitigated by contractor IAW SJAFB LBP Management Plan).

*\*(Abatement must be accomplished IAW all Federal, State & Local Regulations)*

c. Ozone depleting substance:

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

d. Polychlorinated Biphenyls (PCBs):

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

e. Radon:

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

f. Other known hazardous or toxic substances and pollutants: (e.g. contaminated soils):

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

**11. Radon at New Construction Sites:**

☒ Not present

☐ Present (Describe mitigation, or state why mitigation is not necessary)

1. COMPONENT  AFRC	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC ADD/ALTER SQUADRON OPERATIONS AND AMU		5. PROJECT NUMBER  VKAG 06-3005

**CERTIFICATE OF COMPLIANCE CONT.**

**12. Environmental Restoration Program (ERP):**

☒ Facility is not sited on or near an ERP site.

☐ Facility is sited near an a ERP site. Approximately \_\_\_\_\_ feet away.

☐ Facility is on an ERP site.

☐ A Request for Waiver was submitted to MAJCOM on \_\_\_\_\_ (date).

☐ The site is projected to be remediated and/or close out on \_\_\_\_\_ (date), prior to commencement of construction activities.

☐ The nature of the site contamination does not preclude the type of construction activity proposed.

☐ There is a Compliance Agreement associated with this site.

☐ A Remedial Investigation Feasibility Study was completed on \_\_\_\_\_ (date) to accurately delineate the aerial extent of the contamination.

☐ Cost of remedial action is included as part of MILCON Project.

**13. Air Pollutants (AFI 32-7040):**

a. Generation:

☒ Will not be generated by the operation or construction of this facility.

☐ Will be generated by the operation or construction of this facility. Describe type and amount of substance expected to be generated, existing control systems, and the need for additional controls.

b. Conformity:

☒ Conformity analysis is not required.

☐ Conformity analysis is required.

**14. Water Pollutants (AFI 32-7041):**

☒ Facility will not generate water pollutants

☐ Facility construction will not cause soil erosion.

☐ Facility will generate water pollutants. Describe type and amount along with mimization, treatment, and disposal plan.

☒ Facility construction will cause erosion and require an erosion control plan.

**15. Solid and Hazardous Wastes (AFI 32-7042, AIR 32-7080):**

☒ Facility will not be used for managing solid or hazardous wastes.

☐ Facility will be for managing solid or hazardous wastes.

**16. Underground Storage Tanks (AFI 32-7044) (Check all that apply):**

☒ No underground storage tanks are involved.

☐ New underground storage tanks will be installed.

☐ Existing tanks on the project site will be removed:

☐ Refulatory agency was notified on \_\_\_\_\_ (date).

☐ Contamination does not exist.

☐ Contamination Exists.

☐ Cost of contamination clean-up is included as part of MILCON project.

☐ Contamination unknown.

☐ Existing tanks on the project site will be retained.

☐ Contamination Exists.

☐ Contamination does not exist.

☐ Contamination unknown.

**17. Air Installation Compatible Use Zone (AFI 32-7063):**

☐ Facility is sited within acceptable noise level according to the Air Installation Compatible Use Zone Study. No noise level reduction is required.

☒ Facility is not sited in compliance with Air Installation Compatible Use Zone Study. Noise level reduction of 30db will be provided in design and construction.

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**CERTIFICATE OF COMPLIANCE CONT.**

**18. Base General Plan (AFI 32-7062):**

☒ Facility is sited in accordance with the General Plan and is within a compatible land use area.

☐ Facility is not sited in accordance with the General Plan and is not within a compatible land use area for the following reason: \_\_\_\_\_

**19. Airfield Clearance Criteria (UFC 03-260-01):**

☒ Facility is in compliance with airfield clearance criteria, including clear zone, accident potential zones, frangibility requirements, and airfield airspace (height obstruction) criteria and poses no potential threat to flight safety.

☐ A request for waiver to airfield/air space clearance criteria is being prepared. Expected completion date: \_\_\_\_\_

☐ A temporary waiver for construction activity in the airfield vicinity was approved on \_\_\_\_\_ (date).

☐ A permanent waiver of airfield/airspace clearance criteria was obtained on \_\_\_\_\_ (date).

**20. Air Space Use:**

☒ Project does not affect air space use and does not require submittal of FAA Form 7460-1 to the Regional Office or the FAA.

☐ Project sent to Regional FAA on \_\_\_\_\_ (date). Obstruction marking and lighting recommendations are included in this project.

**21. Explosives Quantity/Distance Siting and Safety Clearance Criteria:**

a. Projects (new construction, facility modification, or change in use) involving explosives storage or handling.

☐ Explosives safety siting approval obtained on \_\_\_\_\_ (date).

☐ Request for explosive safety siting approval sent to MAJCOM on \_\_\_\_\_. Expected approval date is: \_\_\_\_\_

☐ Request to waiver safety criteria sent to MAJCOM on \_\_\_\_\_ (date).

☐ Request for Waiver/Exemption sent to MAJCOM on \_\_\_\_\_. Expected approval date is: \_\_\_\_\_

b. Projects not involving explosives: (new construction, facility modification, or change in use)

☒ Project is not sited within explosive clear zones.

☐ Explosives safety siting approval obtained on \_\_\_\_\_ (date).

☐ Request for explosive safety siting approval sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is: \_\_\_\_\_

☐ Request for Waiver/Exemption sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is: \_\_\_\_\_

**22. Air Base Survivability, Conventional Hardening, Chemical Protection Levels and Priorities, Camouflage, Concealment and Deception:**

☒ Project does not affect airbase operability.

☐ Facility is sited or constructed in compliance with criteria contained in WMP-1.

☐ Waiver or exemption required; request submitted to MAJCOM Civil Engineering Readiness Office, in accordance with WMP-1 on \_\_\_\_\_ (date).

☐ Waiver or exemption granted on \_\_\_\_\_ (date).

**23. Allowance for Physically Handicapped:**

☐ Project provides all design features for handicapped.

☒ Project provides access and limited features.

☐ Project provides access but no other features.

☐ Design features for handicapped are not required.

☐ Design features will not be provided for the following reason: \_\_\_\_\_

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<b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b>		
<p>24. <b><u>Real Estate Requirement (AFI 32-9001):</u></b></p> <p><input checked="" type="checkbox"/> Project does not require acquisition of real estate interest.</p> <p><input type="checkbox"/> Project requires acquisition of a real estate interest over \$500,000.</p> <p><input type="checkbox"/> Land interest is to be acquired through minor land authority.</p> <p><input type="checkbox"/> Other (explain): _____</p>		
<p>25. <b><u>Force Protection:</u></b></p> <p><input type="checkbox"/> Antiterrorism/Force protection measures included in this project are based on a completed installation terrorist threat assessment and a completed Command or Joint Staff Installation Vulnerability Assessment.</p> <p><input type="checkbox"/> Antiterrorism/Force protection measures included in this project satisfy requirements established by a completed installation Physical Security and Force Protection Plan (DoD 2000.16. Standard 15).</p> <p><input checked="" type="checkbox"/> Project meets the minimum requirements of DoD Antiterrorism Construction Standards.</p>		
<p>26. <b><u>Excess Space:</u></b></p> <p><input checked="" type="checkbox"/> Excess space is not available to satisfy the requirement.</p>		
<p>27. <b><u>Temporary Facilities Incident to Construction:</u></b></p> <p><input checked="" type="checkbox"/> Temporary Facilities are not required for this project.</p> <p><input type="checkbox"/> Temporary facilities are required for this project and will be demolished or removed upon completion.</p>		
<p>28. <b><u>Communications and Information Support:</u></b></p> <p><input checked="" type="checkbox"/> The communications equipment, information technology systems, pre-wiring costs, and other requirements for this project have been identified and are included in the project cost estimate and all other applicable project documents. A copy of the communication cost estimate is attached to the DD 1391.</p>		
<p>29. <b><u>Energy and Water Conservation:</u></b></p> <p><input checked="" type="checkbox"/> Project complies with the minimum energy and water conservation performance standards.</p>		
<p>30. <b><u>Seismic Considerations</u></b></p> <p><input checked="" type="checkbox"/> Seismic planning and design complies with TI 809-04.</p> <p><input type="checkbox"/> Seismic evaluations performed for existing facilities.</p> <p><input type="checkbox"/> Seismic deficiencies identified by the seismic evaluations are mitigated by project completion.</p>		
<p>31. <b><u>Joint Use Certification (include selection on DD Form 1391):</u></b></p> <p><input type="checkbox"/> Mission requirements, operational considerations, and location are incompatible with use by other components.</p> <p><input type="checkbox"/> This is an installation utility/infrastructure project, and does not qualify for joint use at this location. However, all tenants on this installation are benefited by this project.</p> <p><input type="checkbox"/> This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements.</p> <p><input checked="" type="checkbox"/> This facility is programmed for joint use with Air Mobility Command (identify the component the facility is jointly used with); however, it is fully funded by the Air Force Reserve Command.</p> <p><input type="checkbox"/> The facility is programmed for joint use with _____ (identify the component(s) the facility is jointly used with) and is conjunctively funded by _____ (identify the participating component(s)).</p>		





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<p align="center"><b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b></p> <p><b>32. Sustainable Design and Development:</b></p> <p><input checked="checked" type="checkbox"/> Project includes sustainable development concepts.</p> <p><input type="checkbox"/> Project will quality for LEED™ certification.</p> <p><input type="checkbox"/> Project does not include sustainable development concepts.</p> <p>I CONCUR WITH THE ABOVE STATEMENTS.</p> <p>_____ BASE CIVIL ENGINEER                      DATE</p> <p>_____ INSTALLATION COMMANDER              DATE</p>		



<b>1.COMPONENT</b> AFRC		<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>		<b>2. DATE</b>	
<b>3. INSTALLATION AND LOCATION</b> Seymour Johnson AFB, North Carolina			<b>4. PROJECT TITLE</b> BRAC AFR ADD-ALTER MAINTENANCE SHOPS		
<b>5.PROGRAM ELEMENT</b> 27998	<b>6. CATEGORY CODE</b> 211-152	<b>7. PROJECT NUMBER</b> VKAG 06-3008		<b>8. PROJECT COST (\$000)</b>	
<b>9. COST ESTIMATE</b>					
<b>ITEM</b>		<b>U/M</b>	<b>QUANTITY</b>	<b>UNIT COST</b>	<b>COST (\$000)</b>
<b>PRIMARY FACILITIES</b> ADD MAINTENANCE SHOPS ALTER MAINTENANCE SHOPS ANTITERRORISM/FORCE PROTECTION  <b>SUPPORTING FACILITIES</b> UTILITIES/PAVEMENTS/SITE IMPROVEMENTS <b>COMMUNICATIONS</b>  <b>SUBTOTAL</b> CONTINGENCY <b>TOTAL CONTRACT COST</b> SUPERVISION, INSPECTION AND OVERHEAD <b>TOTAL REQUEST</b> <b>TOTAL REQUEST (ROUNDED)</b>  EQUIPMENT FROM OTHER APPROPRIATIONS (NON-EAD)					
<b>10. DESCRIPTION OF PROPOSED CONSTRUCTION:</b> Reinforced concrete foundations and floor slab, masonry exterior walls, standing seam metal roof systems, fire detection/ suppression systems, HVAC, associated site utilities, parking, grading, landscaping and other required support. The proposed project shall be designed and constructed according to current AT/FP standards. Air Conditioning: 25 Tons					
<p>11. Requirement: 796 SM Adequate: 0 SM Substandard: 233 SM</p> <p>PROJECT: Add/alter Building 4908 to accommodate additional space requirements for the AGE and survival equipment shops. (BRAC)</p> <p>REQUIREMENT: Adequately sized and functionally configured to satisfy all training requirements, storage and administrative requirements of the unit.</p> <p>CURRENT SITUATION: The Base Realignment and Closure Commission (2005) recommendation includes realignment of Grand Forks AFB, ND and the transfer of eight PAA KC-135R/T to Seymour-Johnson AFB , NC. The number of aerospace ground equipment (AGE) will be doubled and additional aircraft will require an increase in survival equipment maintenance/storage. There are no available facilities at Seymour-Johnson AFB to locate this mission.</p> <p>IMPACT IF NOT PROVIDED: The 916 Air Refueling Wing's ability to maintain and operate the eight additional aircraft will negatively impact mission readiness and training. BRAC recommendations will not be fully implemented.</p> <p>ADDITIONAL: Funding is to be provided from the Base Closure Account. This project meets the criteria/scope specified in Air Force Reserve Command Handbook 32-1001, Standard Facility Requirements. A preliminary analysis of reasonable options was accomplished comparing alternatives of status quo, renovation, addition/alteration, and new construction. It indicates there is only one option that will meet operational requirements. Because of this, a full economic analysis was not performed. Certificate of exemption was prepared. POC: MS. Donna Young, HQ AFRC/CEPR, DSN 497- 1108. Equipment from other appropriations: \$20K for furnishings. New Work: 2,960 SF = 275 SM. Alteration: 2,512 SF = 233 SM.</p> <p>JOINT USE CERTIFICATION: This facility ty is programmed for joint use with Air Mobility Command; however, it is fully funded by the Air Force Reserve.</p>					



1. COMPONENT  AFR	FY 2007 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
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**CERTIFICATE OF COMPLIANCE  
FOR CRITICAL PLANNING ACTIONS**

**COMMAND:** Air Combat Command / Air Force Reserve Command

**BASE, STATE, COUNTRY IF OVERSEAS:** Seymour Johnson Air Force Base, North Carolina

**PROJECT TITLE:** BRAC AFR ADD-ALTER MAINTENANCE SHOPS

**PROJECT NUMBER:** VKAG 06-3008

**I. INSTRUCTIONS:**

Place an **X** in the most appropriate response for each topic area to show current status of compliance. When responding to a statement requiring additional date, fill in the blank with appropriate information. If none of the printed statements are appropriate, add or attach an appropriate comment. For MILCON projects, the BCE and Installation commander shall sign the certificate and submit it to the MAJCOM where it will be updated and readily available to HQ USAF.

**II. PLANNING:**

**1. Environmental Impact Analysis Process (AFI 32-7061)**

- ☒ Categorical exclusion number A2.3.11 applies.
- ☐ Environmental Assessment in Review. Expected completion date is: 1 Nov 05 (WINDO EA)
- ☐ Finding of No Significant Environmental Impact signed on:
- ☐ Draft Environmental Statement (EIS) under preparation. Expected completion date is:
- ☐ Draft EIS filed on \_\_\_\_\_ (date).
- ☐ Final EIS filed on \_\_\_\_\_
- ☐ Record of Decision signed on \_\_\_\_\_ (date).
- ☐ Foreign nation or protected global resource exemption number \_\_\_\_\_ applies.
- ☐ Environmental study (or review underway) under preparation. Expected completion date \_\_\_\_\_.
- ☐ Environmental study (or review) completed on \_\_\_\_\_ (date).

**2. Wetlands (AFI 32-7064):**

- ☒ Project is not sited in or adjacent to a wetland.
- ☐ Requirements of Clean Water Act, Section 404 and 401 in progress. Estimated completion date is: \_\_\_\_\_
- ☐ Requirements of Clean Water Act, Section 404 and 401 completed on \_\_\_\_\_ (date).
- ☐ Section 404 and 401 Permits Issued on: \_\_\_\_\_ (date)
- ☐ Finding of "No Practicable Alternative" signed on: \_\_\_\_\_ (date).

**3. Flood plains (AFI 32-7064):**

- ☒ Project is not sited in a 100-year flood plain.
- ☐ Requirements of EO 11988 in progress. Estimated completion date is \_\_\_\_\_ (date).
- ☐ Project is sited in a 100-year flood plain. Requirements of EO 11988 completed on June 1994.
- ☐ Finding of "No Practicable Alternative" signed on \_\_\_\_\_ (date).

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**CERTIFICATE OF COMPLIANCE CONT.**

**4. Coastal Zone Management (AFI 32-7064):**

☒ Project does not directly affect a state coastal zone.

☐ Consistency determination being developed. Estimated completion date is \_\_\_\_\_.

☐ Consistency determination completed on \_\_\_\_\_ (date).

**5. Coastal Barrier Resources (AFI 32-7064):**

☒ Project is not sited within the Coastal Barrier Resources System.

☐ Project excepted from the Coastal Barrier Resources Act (CBRA).

☐ Consultation with the Regional Director, United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) in progress. Estimated completion date is: \_\_\_\_\_.

☐ Consultation with the Regional Director, USFWS, concluded on \_\_\_\_\_ (date).

**6. Threatened and Endangered Species (AFI 32-7064):**

☒ Project has no potential for affecting threatened or endangered species or critical habitats.

☐ Based upon advice from USFWS/NMFS or host nation liaison on \_\_\_\_\_ (date), threatened or endangered species in the vicinity of the project will not be affected.

☐ Consultation with USFWS/NMFS underway in accordance with the Endangered Species Act.

☐ Formal consultation with the Regional Director, USFWS completed on \_\_\_\_\_ (date).

☐ Biological Assessment is required. Estimated completion date is \_\_\_\_\_ (date).

☐ Biological opinion issued by USFWS on \_\_\_\_\_ (date).

**7. Cultural Resource Management (AFI 32-7065):**

☐ Properties affected by project are addressed in a Programmatic Agreement that was fully executed with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) on: \_\_\_\_\_.

☐ Project areas has not been surveyed for historic properties. Survey requirements are identified in the A-106 System and the estimated completion date is \_\_\_\_\_.

☐ Project area has been surveyed and no historic properties were identified; the State Historic Preservation Officer was notified by letter dated \_\_\_\_\_.

☐ Survey identified historic properties but the Project will have no effect on them; written concurrence by the State Historic Preservation Officer is dated \_\_\_\_\_.

☒ After consultation, State Historic Preservation Officer concurred that the project will have no adverse effect on historic properties. The Advisory Council on Historic Preservation concurred in writing with this determination on 6 Aug 96.

☐ Project will have an adverse effect on historic properties. A Memorandum of Agreement (MOA) mitigating the adverse effect was executed on \_\_\_\_\_ (date).

☐ Estimated date to execute the MOA is \_\_\_\_\_ or No MOA was developed and the formal comments of the Council are being sought.

☐ Project will affect a site or property of interest to Native Americans.

☐ Appropriate Native American Tribe or Group contacted on: \_\_\_\_\_.

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<b>CERTIFICATE OF COMPLIANCE CONT.</b>		
<p>8. <u>Interagency and Intergovernmental Coordination for Environmental Planning (AFI 32-7060):</u></p> <p><input checked="" type="checkbox"/> Coordination of proposed project with the state Single Point of Contact or other agencies is not required.</p> <p><input type="checkbox"/> Coordination with the state Single Point of Contact is in progress. Expected date of completion is 30 Nov 04.</p> <p><input type="checkbox"/> Proposed project was coordinated with the state Single Point of Contact or other agencies on 17 May 95 (Specify any other agencies).</p> <p>9. <u>Environmental Permits (AFIs 32-7040, 7041, 7042, and 7044):</u></p> <p><input type="checkbox"/> No permits are required</p> <p><input type="checkbox"/> No permits required, but regulatory agency notification required prior to construction (e.g. underground storage tank removals).</p> <p><input checked="" type="checkbox"/> The following permits are required prior to construction: (List Construction and Operating Permits)</p> <p style="margin-left: 20px;">1. AF FORM 103 Base Civil Engineering Work Clearance Request</p> <p style="margin-left: 20px;">2. Asbestos containing material removal and disposal</p> <p>10. <u>Potentially Regulated Substances (AFI 32-1052, 7042):</u></p> <p style="margin-left: 20px;">a. <u>Asbestos:</u></p> <p style="margin-left: 40px;"><input type="checkbox"/> not present:</p> <p style="margin-left: 40px;"><input type="checkbox"/> Survey Underway</p> <p style="margin-left: 40px;"><input checked="" type="checkbox"/> present; (Will be mitigated by contractor IAW SJAFB ACS Management Plan).</p> <p style="margin-left: 40px;">* (Abatement must be accomplished IAW all Federal, State &amp; Local Regulations)</p> <p style="margin-left: 20px;">b. <u>Lead Based Paint:</u></p> <p style="margin-left: 40px;"><input type="checkbox"/> not present:</p> <p style="margin-left: 40px;"><input type="checkbox"/> Survey Underway</p> <p style="margin-left: 40px;"><input checked="" type="checkbox"/> Present (Will be mitigated by contractor IAW SJAFB LBP Management Plan).</p> <p style="margin-left: 20px;">c. <u>Ozone depleting substance:</u></p> <p style="margin-left: 40px;"><input checked="" type="checkbox"/> not present:</p> <p style="margin-left: 40px;"><input type="checkbox"/> Survey Underway</p> <p style="margin-left: 40px;"><input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary).</p> <p style="margin-left: 20px;">d. <u>Polychlorinated Biphenyls (PCBs):</u></p> <p style="margin-left: 40px;"><input checked="" type="checkbox"/> not present:</p> <p style="margin-left: 40px;"><input type="checkbox"/> Survey Underway</p> <p style="margin-left: 40px;"><input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary).</p> <p style="margin-left: 20px;">e. <u>Radon:</u></p> <p style="margin-left: 40px;"><input checked="" type="checkbox"/> not present:</p> <p style="margin-left: 40px;"><input type="checkbox"/> Survey Underway</p> <p style="margin-left: 40px;"><input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary).</p> <p style="margin-left: 20px;">f. <u>Other known hazardous or toxic substances and pollutants: (e.g. contaminated soils):</u></p> <p style="margin-left: 40px;"><input checked="" type="checkbox"/> not present:</p> <p style="margin-left: 40px;"><input type="checkbox"/> Survey Underway</p> <p style="margin-left: 40px;"><input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary).</p> <p>11. <u>Radon at New Construction Sites:</u></p> <p style="margin-left: 20px;"><input checked="" type="checkbox"/> Not present</p> <p style="margin-left: 20px;"><input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary)</p>		

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**CERTIFICATE OF COMPLIANCE CONT.**

**12. Environmental Restoration Program (ERP):**

☒ Facility is not sited on or near an ERP site.

☐ Facility is sited near an a ERP site. Approximately \_\_\_\_ feet away.

☐ Facility is on an ERP site.

☐ A Request for Waiver was submitted to MAJCOM on \_\_\_\_ (date).

☐ The site is projected to be remediated and/or close out on \_\_\_\_ (date), prior to commencement of construction activities.

☐ The nature of the site contamination does not preclude the type of construction activity proposed.

☐ There is a Compliance Agreement associated with this site.

☐ A Remedial Investigation Feasibility Study was completed on \_\_\_\_ (date) to accurately delineate the aerial extent of the contamination.

☐ Cost of remedial action is included as part of MILCON Project.

**13. Air Pollutants (AFI 32-7040):**

a. Generation:

☒ Will not be generated by the operation or construction of this facility.

☐ Will be generated by the operation or construction of this facility. Describe type and amount of substance expected to be generated, existing control systems, and the need for additional controls.

b. Conformity:

☒ Conformity analysis is not required.

☐ Conformity analysis is required.

**14. Water Pollutants (AFI 32-7041):**

☒ Facility will not generate water pollutants

☐ Facility construction will not cause soil erosion.

☐ Facility will generate water pollutants. Describe type and amount along with minimization, treatment, and disposal plan.

☒ Facility construction will cause erosion and require an erosion control plan.

**15. Solid and Hazardous Wastes (AFI 32-7042, AIR 32-7080):**

☒ Facility will not be used for managing solid or hazardous wastes.

☐ Facility will be for managing solid or hazardous wastes.

**16. Underground Storage Tanks (AFI 32-7044) (Check all that apply):**

☒ No underground storage tanks are involved.

☐ New underground storage tanks will be installed.

☐ Existing tanks on the project site will be removed:

☐ Refulatory agency was notified on \_\_\_\_ (date).

☐ Contamination does not exist.

☐ Contamination Exists.

☐ Cost of contamination clean-up is included as part of MILCON project.

☐ Contamination unknown.

☐ Existing tanks on the project site will be retained.

☐ Contamination Exists.

☐ Contamination does not exist.

☐ Contamination unknown.

**17. Air Installation Compatible Use Zone (AFI 32-7063):**

☒ Facility is sited within acceptable noise level according to the Air Installation Compatible Use Zone Study. No noise level reduction is required.

☐ Facility is not sited in compliance with Air Installation Compatible Use Zone Study. Noise level reduction of 30db will be provided in design and construction.

1. COMPONENT  AFR	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR ADD-ALTER MAINTENANCE SHOPS		5. PROJECT NUMBER  VKAG 06-3008

**CERTIFICATE OF COMPLIANCE CONT.**

**18. Base General Plan (AFI 32-7062):**

☒ Facility is sited in accordance with the General Plan and is within a compatible land use area.

☐ Facility is not sited in accordance with the General Plan and is not within a compatible land use area for the following reason: \_\_\_\_\_

**19. Airfield Clearance Criteria (UFC 03-260-01):**

☒ Facility is in compliance with airfield clearance criteria, including clear zone, accident potential zones, frangibility requirements, and airfield airspace (height obstruction) criteria and poses no potential threat to flight safety.

☐ A request for waiver to airfield/air space clearance criteria is being prepared. Expected completion date: \_\_\_\_\_

☐ A temporary waiver for construction activity in the airfield vicinity was approved on \_\_\_\_\_ (date).

☐ A permanent waiver of airfield/airspace clearance criteria was obtained on \_\_\_\_\_ (date).

**20. Air Space Use:**

☒ Project does not affect air space use and does not require submittal of FAA Form 7460-1 to the Regional Office or the FAA.

☐ Project sent to Regional FAA on \_\_\_\_\_ (date). Obstruction marking and lighting recommendations are included in this project.

**21. Explosives Quantity/Distance Siting and Safety Clearance Criteria:**

a. Projects (new construction, facility modification, or change in use) involving explosives storage or handling.

☐ Explosives safety siting approval obtained on \_\_\_\_\_ (date).

☐ Request for explosive safety siting approval sent to MAJCOM on \_\_\_\_\_. Expected approval date is: \_\_\_\_\_

☐ Request to waiver safety criteria sent to MAJCOM on \_\_\_\_\_ (date).

☐ Request for Waiver/Exemption sent to MAJCOM on \_\_\_\_\_. Expected approval date is: \_\_\_\_\_

b. Projects not involving explosives: (new construction, facility modification, or change in use)

☒ Project is not sited within explosive clear zones.

☐ Explosives safety siting approval obtained on \_\_\_\_\_ (date).

☐ Request for explosive safety siting approval sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is: \_\_\_\_\_

☐ Request for Waiver/Exemption sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is: \_\_\_\_\_

**22. Air Base Survivability, Conventional Hardening, Chemical Protection Levels and Priorities, Camouflage, Concealment and Deception:**

☒ Project does not affect airbase operability.

☐ Facility is sited or constructed in compliance with criteria contained in WMP-1.

☐ Waiver or exemption required; request submitted to MAJCOM Civil Engineering Readiness Office, in accordance with WMP-1 on \_\_\_\_\_ (date).

☐ Waiver or exemption granted on \_\_\_\_\_ (date).

**23. Allowance for Physically Handicapped:**

☐ Project provides all design features for handicapped.

☒ Project provides access and limited features.

☐ Project provides access but no other features.

☐ Design features for handicapped are not required.

☐ Design features will not be provided for the following reason: \_\_\_\_\_

1. COMPONENT  AFR	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR ADD-ALTER MAINTENANCE SHOPS		5. PROJECT NUMBER  VKAG 06-3008
<b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b>		
<p>24. <b><u>Real Estate Requirement (AFI 32-9001):</u></b></p> <p><input checked="" type="checkbox"/> Project does not require acquisition of real estate interest.</p> <p><input type="checkbox"/> Project requires acquisition of a real estate interest over \$500,000.</p> <p><input type="checkbox"/> Land interest is to be acquired through minor land authority.</p> <p><input type="checkbox"/> Other (explain): _____</p> <p>25. <b><u>Force Protection:</u></b></p> <p><input type="checkbox"/> Antiterrorism/Force protection measures included in this project are based on a completed installation terrorist threat assessment and a completed Command or Joint Staff Installation Vulnerability Assessment.</p> <p><input type="checkbox"/> Antiterrorism/Force protection measures included in this project satisfy requirements established by a completed installation Physical Security and Force Protection Plan (DoD 2000.16, Standard 15).</p> <p><input checked="" type="checkbox"/> Project meets the minimum requirements of DoD Antiterrorism Construction Standards.</p> <p>26. <b><u>Excess Space:</u></b></p> <p><input checked="" type="checkbox"/> Excess space is not available to satisfy the requirement.</p> <p>27. <b><u>Temporary Facilities Incident to Construction:</u></b></p> <p><input checked="" type="checkbox"/> Temporary Facilities are not required for this project.</p> <p><input type="checkbox"/> Temporary facilities are required for this project and will be demolished or removed upon completion.</p> <p>28. <b><u>Communications and Information Support:</u></b></p> <p><input checked="" type="checkbox"/> The communications equipment, information technology systems, pre-wiring costs, and other requirements for this project have been identified and are included in the project cost estimate and all other applicable project documents.</p> <p>29. <b><u>Energy and Water Conservation:</u></b></p> <p><input checked="" type="checkbox"/> Project complies with the minimum energy and water conservation performance standards.</p> <p>30. <b><u>Seismic Considerations</u></b></p> <p><input checked="" type="checkbox"/> Seismic planning and design complies with TI 809-04.</p> <p><input type="checkbox"/> Seismic evaluations performed for existing facilities.</p> <p><input type="checkbox"/> Seismic deficiencies identified by the seismic evaluations are mitigated by project completion.</p> <p>31. <b><u>Joint Use Certification (include selection on DD Form 1391):</u></b></p> <p><input type="checkbox"/> Mission requirements, operational considerations, and location are incompatible with use by other components.</p> <p><input type="checkbox"/> This is an installation utility/infrastructure project, and does not qualify for joint use at this location. However, all tenants on this installation are benefited by this project.</p> <p><input type="checkbox"/> This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements.</p> <p><input checked="" type="checkbox"/> This facility is programmed for joint use with Air Mobility Command (identify the component the facility is jointly used with); however, it is fully funded by the Air Force Reserve Command.</p> <p><input type="checkbox"/> The facility is programmed for joint use with _____ (identify the component(s) the facility is jointly used with) and is conjunctively funded by _____ (identify the participating component(s)).</p>		





1. COMPONENT AFR	FY 2007 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
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3. INSTALLATION AND LOCATION SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)
--

4. PROJECT TITLE BRAC AFR ADD-ALTER MAINTENANCE SHOPS	5. PROJECT NUMBER VKAG 06-3008
--	-----------------------------------

CERTIFICATE OF COMPLIANCE CONT.

32. Sustainable Design and Development:

- ☐ Project includes sustainable development concepts.
- ☐ Project will qualify for LEED™ certification.
- ☒ Project does not include sustainable development concepts.

I CONCUR WITH THE ABOVE STATEMENTS.

\_\_\_\_\_  
BASE CIVIL ENGINEER

\_\_\_\_\_  
DATE

\_\_\_\_\_  
INSTALLATION COMMANDER

\_\_\_\_\_  
DATE



1. COMPONENT AIR FORCE RESERVE		FY 2008 MILITARY CONSTRUCTION PROJECT DATA		2. DATE 04-JAN-06	
3. INSTALLATION AND LOCATION SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA			4. PROJECT TITLE BRAC AFR FLIGHT SIMULATOR		
5. PROGRAM ELEMENT 55396f	6. CATEGORY CODE 171-212	7. PROJECT NUMBER VKAG 06-3009	8. PROJECT COST (\$000)		
9. COST ESTIMATE					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES					
FLIGHT SIMULATOR FACILITY					
ANTITERRORISM/FORCE PROTECTION					
SUPPORTING FACILITIES					
COMMUNICATIONS					
SPECIAL FOUNDATIONS					
UTILITIES/PAVEMENTS/SITE IMPROVEMENTS					
SUBTOTAL					
CONTINGENCY					
TOTAL CONTRACT COST					
SUPERVISION, INSPECTION AND OVERHEAD (5.7%) TOTAL					
REQUEST					
TOTAL REQUEST (ROUNDED)					
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-EAD)					
10. DESCRIPTION OF PROPOSED CONSTRUCTION: Reinforced concrete foundations and floor slab, masonry exterior walls, standing seam metal roof systems, fire detection/suppression systems. HVAC associated site utilities, parking, grading, landscaping and other required support. Project includes antiterrorism/force protection requirements identified in the DoD Unified Facilities Criteria. Air conditioning: 100 Tons					
11. REQUIREMENT: 850 SM      ADEQUATE: 0 SM      SUBSTANDARD: 0 SM					
<p><b>PROJECT:</b> Flight Simulator Facility (BRAC)</p> <p><b>REQUIREMENT:</b> An adequately sized and functionally configured to satisfy all training requirements, storage and administrative requirements of the unit.</p> <p><b>CURRENT SITUATION:</b> The Base Realignment and Closure Commission (BRAC) 2005 recommendation includes the realignment of Grand Forks AFB, ND and the transfer of eight PAA KC-135R/T to Seymour Johnson AFB. A simulator will be moved to Seymour Johnson to support their training requirements. There are no available facilities at Seymour-Johnson to locate this mission. Soils conditions at proposed location will require special foundations.</p> <p><b>IMPACT IF NOT PROVIDED:</b> The unit will not have adequate facilities upon relocation which will negatively impact their ability to fully augment the active force under activation conditions. BRAC recommendations will not be fully implemented.</p> <p><b>ADDITIONAL:</b> Funding is to be provided from the Base Closure Account. This project meets the criteria/ scope specified in Air Force Handbook 32-1084, Facility Requirements. A preliminary analysis of reasonable options was accomplished comparing alternatives of status quo, renovation, addition/alteration and new construction. It indicated that there is only one option that will meet operational requirements. Because of this, a full economical analysis was not performed. A Certificate of Exemption was prepared. POC::Ms. Donna Young, HQ AFRC/CEPR, DSN 497-1108</p> <p><b>JOINT USE CERTIFICATION:</b> This facility is programmed for joint use with Air Mobility Command; however, it is fully funded by the Air Force Reserve.</p>					



1. COMPONENT	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
AFRC		
3. INSTALLATION AND LOCATION		
SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE		5. PROJECT NUMBER
BRAC AFR FLIGHT SIMULATOR		VKAG 06-3009

**CERTIFICATE OF COMPLIANCE  
FOR CRITICAL PLANNING ACTIONS**

**COMMAND:** Air Combat Command / Air Force Reserve Command

**BASE, STATE, COUNTRY IF OVERSEAS:** Seymour Johnson Air Force Base, North Carolina

**PROJECT TITLE:** BRAC AFR FLIGHT SIMULATOR

**PROJECT NUMBER:** VKAG 06-3009

**I. INSTRUCTIONS:**  
Place an **X** in the most appropriate response for each topic area to show current status of compliance. When responding to a statement requiring additional date, fill in the blank with appropriate information. If none of the printed statements are appropriate, add or attach an appropriate comment. For MILCON projects, the BCE and Installation commander shall sign the certificate and submit it to the MAJCOM where it will be updated and readily available to HQ USAF.

**II. PLANNING:**

**1. Environmental Impact Analysis Process (AFI 32-7061)**

☐ Categorical exclusion number A2.3.11 applies.

☒ Environmental Assessment completion date was: 1 Nov 05 (WINDO EA)

☐ Finding of No Significant Environmental Impact signed on: \_\_\_\_\_

☐ Draft Environmental Statement (EIS) under preparation. Expected completion date is: \_\_\_\_\_

☐ Draft EIS filed on \_\_\_\_\_ (date).

☐ Final EIS filed on \_\_\_\_\_

☐ Record of Decision signed on \_\_\_\_\_ (date).

☐ Foreign nation or protected global resource exemption number \_\_\_\_\_ applies.

☐ Environmental study (or review underway) under preparation. Expected completion date \_\_\_\_\_.

☐ Environmental study (or review) completed on \_\_\_\_\_ (date).

**2. Wetlands (AFI 32-7064):**

☒ Project is not sited in or adjacent to a wetland.

☐ Requirements of Clean Water Act, Section 404 and 401 in progress. Estimated completion date is: \_\_\_\_\_

☐ Requirements of Clean Water Act, Section 404 and 401 completed on \_\_\_\_\_ (date).

☐ Section 404 and 401 Permits Issued on: \_\_\_\_\_ (date)

☐ Finding of "No Practicable Alternative" signed on: \_\_\_\_\_ (date).

**3. Flood plains (AFI 32-7064):**

☒ Project is not sited in a 100-year flood plain.

☐ Requirements of EO 11988 in progress. Estimated completion date is \_\_\_\_\_ (date).

☐ Project is sited in a 100-year flood plain. Requirements of EO 11988 completed on June 1994.

☐ Finding of "No Practicable Alternative" signed on \_\_\_\_\_ (date).

1. COMPONENT  AFRC	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR FLIGHT SIMULATOR		5. PROJECT NUMBER  VKAG 06-3009
<b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b>		
<p><b>4. <u>Coastal Zone Management (AFI 32-7064):</u></b></p> <p><input checked="" type="checkbox"/> Project does not directly affect a state coastal zone.</p> <p><input type="checkbox"/> Consistency determination being developed. Estimated completion date is _____.</p> <p><input type="checkbox"/> Consistency determination completed on _____ (date).</p> <p><b>5. <u>Coastal Barrier Resources (AFI 32-7064):</u></b></p> <p><input checked="" type="checkbox"/> Project is not sited within the Coastal Barrier Resources System.</p> <p><input type="checkbox"/> Project excepted from the Coastal Barrier Resources Act (CBRA).</p> <p><input type="checkbox"/> Consultation with the Regional Director, United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) in progress. Estimated completion date is: _____.</p> <p><input type="checkbox"/> Consultation with the Regional Director, USFWS, concluded on _____ (date).</p> <p><b>6. <u>Threatened and Endangered Species (AFI 32-7064):</u></b></p> <p><input checked="" type="checkbox"/> Project has no potential for affecting threatened or endangered species or critical habitats.</p> <p><input type="checkbox"/> Based upon advice from USFWS/NMFS or host nation liaison on _____ (date), threatened or endangered species in the vicinity of the project will not be affected.</p> <p><input type="checkbox"/> Consultation with USFWS/NMFS underway in accordance with the Endangered Species Act.</p> <p><input type="checkbox"/> Formal consultation with the Regional Director, USFWS completed on _____ (date).</p> <p><input type="checkbox"/> Biological Assessment is required. Estimated completion date is _____ (date).</p> <p><input type="checkbox"/> Biological opinion issued by USFWS on _____ (date).</p> <p><b>7. <u>Cultural Resource Management (AFI 32-7065):</u></b></p> <p><input type="checkbox"/> Properties affected by project are addressed in a Programmatic Agreement that was fully executed with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) on: _____.</p> <p><input type="checkbox"/> Project areas has not been surveyed for historic properties. Survey requirements are identified in the A-106 System and the estimated completion date is _____.</p> <p><input type="checkbox"/> Project area has been surveyed and no historic properties were identified; the State Historic Preservation Officer was notified by letter dated _____.</p> <p><input type="checkbox"/> Survey identified historic properties but the Project will have no effect on them; written concurrence by the State Historic Preservation Officer is dated _____.</p> <p><input checked="" type="checkbox"/> After consultation, State Historic Preservation Officer concurred that the project will have no adverse effect on historic properties. The Advisory Council on Historic Preservation concurred in writing with this determination on <u>6 Aug 96</u>.</p> <p><input type="checkbox"/> Project will have an adverse effect on historic properties. A Memorandum of Agreement (MOA) mitigating the adverse effect was executed on _____ (date).</p> <p><input type="checkbox"/> Estimated date to execute the MOA is _____ or No MOA was developed and the formal comments of the Council are being sought.</p> <p><input type="checkbox"/> Project will affect a site or property of interest to Native Americans.</p> <p><input type="checkbox"/> Appropriate Native American Tribe or Group contacted on: _____.</p>		

1. COMPONENT  AFRC	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR FLIGHT SIMULATOR		5. PROJECT NUMBER  VKAG 06-3009

**CERTIFICATE OF COMPLIANCE CONT.**

**8. Interagency and Intergovernmental Coordination for Environmental Planning (AFI 32-7060):**

☒ Coordination of proposed project with the state Single Point of Contact or other agencies is not required.

☐ Coordination with the state Single Point of Contact is in progress. Expected date of completion is 30 Nov 04.

☐ Proposed project was coordinated with the state Single Point of Contact or other agencies on 17 May 95  
(Specify any other agencies).

**9. Environmental Permits (AFIs 32-7040, 7041, 7042, and 7044):**

☐ No permits are required

☐ No permits required, but regulatory agency notification required prior to construction (e.g. underground storage tank removals).

☒ The following permits are required prior to construction: (List Construction and Operating Permits)

1. AF FORM 103 Base Civil Engineering Work Clearance Request
2. Asbestos Containing Material Removal and Disposal
3. Sedimentation and Erosion Control

**10. Potentially Regulated Substances (AFI 32-1052, 7042):**

a. Asbestos:

☐ not present:

☐ Survey Underway

☒ present; (Will be mitigated by contractor IAW SJAFB ACS Management Plan).

*\*(Abatement must be accomplished IAW all Federal, State & Local Regulations)*

b. Lead Based Paint:

☐ not present:

☐ Survey Underway

☒ present; (Will be mitigated by contractor IAW SJAFB LBP Management Plan).

c. Ozone depleting substance:

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

d. Polychlorinated Biphenyls (PCBs):

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

e. Radon:

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

f. Other known hazardous or toxic substances and pollutants: (e.g. contaminated soils):

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

**11. Radon at New Construction Sites:**

☒ Not present

☐ Present (Describe mitigation, or state why mitigation is not necessary)

1. COMPONENT  AFRC	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
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4. PROJECT TITLE  BRAC AFR FLIGHT SIMULATOR		5. PROJECT NUMBER  VKAG 06-3009

**CERTIFICATE OF COMPLIANCE CONT.**

**12. Environmental Restoration Program (ERP):**

☒ Facility is not sited on or near an ERP site.

☐ Facility is sited near an a ERP site. Approximately \_\_\_\_\_ feet away.

☐ Facility is on an ERP site.

☐ A Request for Waiver was submitted to MAJCOM on \_\_\_\_\_ (date).

☐ The site is projected to be remediated and/or close out on \_\_\_\_\_ (date), prior to commencement of construction activities.

☐ The nature of the site contamination does not preclude the type of construction activity proposed.

☐ There is a Compliance Agreement associated with this site.

☐ A Remedial Investigation Feasibility Study was completed on \_\_\_\_\_ (date) to accurately delineate the aerial extent of the contamination.

☐ Cost of remedial action is included as part of MILCON Project.

**13. Air Pollutants (AFI 32-7040):**

a. Generation:

☒ Will not be generated by the operation or construction of this facility.

☐ Will be generated by the operation or construction of this facility. Describe type and amount of substance expected to be generated, existing control systems, and the need for additional controls.

b. Conformity:

☒ Conformity analysis is not required.

☐ Conformity analysis is required.

**14. Water Pollutants (AFI 32-7041):**

☐ Facility will not generate water pollutants

☐ Facility construction will not cause soil erosion.

☐ Facility will generate water pollutants. Describe type and amount along with mimization, treatment, and disposal plan.

☒ Facility construction will cause erosion and require an erosion control plan.

**15. Solid and Hazardous Wastes (AFI 32-7042, AIR 32-7080):**

☒ Facility will not be used for managing solid or hazardous wastes.

☐ Facility will be for managing solid or hazardous wastes.

**16. Underground Storage Tanks (AFI 32-7044) (Check all that apply):**

☒ No underground storage tanks are involved.

☐ New underground storage tanks will be installed.

☐ Existing tanks on the project site will be removed:

☐ Refulatory agency was notified on \_\_\_\_\_ (date).

☐ Contamination does not exist.

☐ Contamination Exists.

☐ Cost of contamination clean-up is included as part of MILCON project.

☐ Contamination unknown.

☐ Existing tanks on the project site will be retained.

☐ Contamination Exists.

☐ Contamination does not exist.

☐ Contamination unknown.

**17. Air Installation Compatible Use Zone (AFI 32-7063):**

☐ Facility is sited within acceptable noise level according to the Air Installation Compatible Use Zone Study. No noise level reduction is required.

☒ Facility is not sited in compliance with Air Installation Compatible Use Zone Study. Noise level reduction of 30db will be provided in design and construction.

1. COMPONENT  AFRC	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR FLIGHT SIMULATOR	5. PROJECT NUMBER  VKAG 06-3009	

**CERTIFICATE OF COMPLIANCE CONT.**

**18. Base General Plan (AFI 32-7062):**

☒ Facility is sited in accordance with the General Plan and is within a compatible land use area.

☐ Facility is not sited in accordance with the General Plan and is not within a compatible land use area for the following reason: \_\_\_\_\_

**19. Airfield Clearance Criteria (UFC 03-260-01):**

☒ Facility is in compliance with airfield clearance criteria, including clear zone, accident potential zones, frangibility requirements, and airfield airspace (height obstruction) criteria and poses no potential threat to flight safety.

☐ A request for waiver to airfield/air space clearance criteria is being prepared. Expected completion date: \_\_\_\_\_

☐ A temporary waiver for construction activity in the airfield vicinity was approved on \_\_\_\_\_ (date).

☐ A permanent waiver of airfield/airspace clearance criteria was obtained on \_\_\_\_\_ (date).

**20. Air Space Use:**

☒ Project does not affect air space use and does not require submittal of FAA Form 7460-1 to the Regional Office or the FAA.

☐ Project sent to Regional FAA on \_\_\_\_\_ (date). Obstruction marking and lighting recommendations are included in this project.

**21. Explosives Quantity/Distance Siting and Safety Clearance Criteria:**

a. Projects (new construction, facility modification, or change in use) involving explosives storage or handling.

☐ Explosives safety siting approval obtained on \_\_\_\_\_ (date).

☐ Request for explosive safety siting approval sent to MAJCOM on \_\_\_\_\_. Expected approval date is: \_\_\_\_\_

☐ Request to waiver safety criteria sent to MAJCOM on \_\_\_\_\_ (date).

☐ Request for Waiver/Exemption sent to MAJCOM on \_\_\_\_\_. Expected approval date is: \_\_\_\_\_

b. Projects not involving explosives: (new construction, facility modification, or change in use)

☒ Project is not sited within explosive clear zones.

☐ Explosives safety siting approval obtained on \_\_\_\_\_ (date).

☐ Request for explosive safety siting approval sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is: \_\_\_\_\_

☐ Request for Waiver/Exemption sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is: \_\_\_\_\_

**22. Air Base Survivability, Conventional Hardening, Chemical Protection Levels and Priorities, Camouflage, Concealment and Deception:**

☒ Project does not affect airbase operability.

☐ Facility is sited or constructed in compliance with criteria contained in WMP-1.

☐ Waiver or exemption required; request submitted to MAJCOM Civil Engineering Readiness Office, in accordance with WMP-1 on \_\_\_\_\_ (date).

☐ Waiver or exemption granted on \_\_\_\_\_ (date).

**23. Allowance for Physically Handicapped:**

☐ Project provides all design features for handicapped.

☒ Project provides access and limited features.

☐ Project provides access but no other features.

☐ Design features for handicapped are not required.

☐ Design features will not be provided for the following reason: \_\_\_\_\_

1. COMPONENT  AFRC	<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR FLIGHT SIMULATOR	5. PROJECT NUMBER  VKAG 06-3009	

**CERTIFICATE OF COMPLIANCE CONT.**

24. **Real Estate Requirement (AFI 32-9001):**

☒ Project does not require acquisition of real estate interest.

☐ Project requires acquisition of a real estate interest over \$500,000.

☐ Land interest is to be acquired through minor land authority.

☐ Other (explain): \_\_\_\_\_

25. **Force Protection:**

☐ Antiterrorism/Force protection measures included in this project are based on a completed installation terrorist threat assessment and a completed Command or Joint Staff Installation Vulnerability Assessment.

☐ Antiterrorism/Force protection measures included in this project satisfy requirements established by a completed installation Physical Security and Force Protection Plan (DoD 2000.16. Standard 15).

☒ Project meets the minimum requirements of DoD Antiterrorism Construction Standards.

26. **Excess Space:**

☒ Excess space is not available to satisfy the requirement.

27. **Temporary Facilities Incident to Construction:**

☒ Temporary Facilities are not required for this project.

☐ Temporary facilities are required for this project and will be demolished or removed upon completion.

28. **Communications and Information Support:**

☒ The communications equipment, information technology systems, pre-wiring costs, and other requirements for this project have been identified and are included in the project cost estimate and all other applicable project documents. A copy of the communication cost estimate is attached to the DD 1391.

29. **Energy and Water Conservation:**

☒ Project complies with the minimum energy and water conservation performance standards.

30. **Seismic Considerations**

☒ Seismic planning and design complies with TI 809-04.

☐ Seismic evaluations performed for existing facilities.

☐ Seismic deficiencies identified by the seismic evaluations are mitigated by project completion.

31. **Joint Use Certification (include selection on DD Form 1391):**

☐ Mission requirements, operational considerations, and location are incompatible with use by other components.

☐ This is an installation utility/infrastructure project, and does not qualify for joint use at this location. However, all tenants on this installation are benefited by this project.

☐ This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements.

☒ This facility is programmed for joint use with Air Mobility Command (identify the component the facility is jointly used with); however, it is fully funded by the Air Force Reserve Command.

☐ The facility is programmed for joint use with \_\_\_\_\_ (identify the component(s) the facility is jointly used with) and is conjunctively funded by \_\_\_\_\_ (identify the participating component(s)).







<b>1.COMPONENT</b> AFRC		<b>FY 2007 MILITARY CONSTRUCTION PROJECT DATA</b>		<b>2. DATE</b>	
<b>3. INSTALLATION AND LOCATION</b> SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA			<b>4. PROJECT TITLE</b> BRAC AFR CORROSION CONTROL HANGAR		
<b>5.PROGRAM ELEMENT</b> 27998	<b>6. CATEGORY CODE</b> 211-159	<b>7. PROJECT NUMBER</b> VKAG 06-3010	<b>8. PROJECT COST (\$000)</b>		
<b>9. COST ESTIMATE</b>					
<b>ITEM</b>		<b>U/M</b>	<b>QUANTITY</b>	<b>UNIT COST</b>	<b>COST (\$000)</b>
<b>PRIMARY FACILITIES</b> CORROSION CONTROL HANGAR ANTITERRIORISM/FORCE PROTECTION  <b>SUPPORTING FACILITIES</b> UTILITIES SITE IMPROVEMENTS PAVEMENT DEMOLITION HANGAR 4821 DEMOLITION CONCRETE PAVEMENT DEMOLITION ASPHALT PAVEMENT DEMOLITION UTILITIES HIGH WIND LOADING AREA FACTOR FLIGHTLINE MOBILIZATION, SECURTY, ETC  <b>COMMUNICATIONS</b>  <b>SUBTOTAL</b> CONTINGENCY <b>TOTAL CONTRACT COST</b> SUPERVISION, INSPECTION AND OVERHEAD <b>TOTAL REQUEST</b> <b>TOTAL REQUEST (ROUNDED)</b> EQUIPMENT FROM OTHER APPROPRIATIONS (NON-ADD)					

**10. DESCRIPTION OF PROPOSED CONSTRUCTION:** Reinforced concrete foundations and floor slab, masonry lower and corrugated metal upper exterior walls, diaphragm roof systems, fire detection/High Density Foam suppression systems, HVAC for offices, associated site utilities, parking, grading, landscaping and other required support. The proposed project shall be designed and constructed according to current AT/FP standards. Air Conditioning: 10 Tons

**11. Requirement SM Adequate: 0 SM Substandard: 1327 SM**

**PROJECT:** KC-135R corrosion control hangar (BRAC)

**REQUIREMENT:** Adequately sized and functionally configured to satisfy all training requirements, storage and administrative requirements of the unit.

**CURRENT SITUATION:** The Base Realignment and Closure Commission (2005) recommendation includes realignment of Grand Forks AFB, ND and the transfer of eight PAA KC-135R/T to Seymour-Johnson AFB, NC. There are no available facilities at Seymour-Johnson AFB to locate this mission. Hangar 4921 will have to be demolished to site this facility.

**IMPACT IF NOT PROVIDED:** The unit will not have adequate facilities upon relocation which will negatively impact their ability to fully augment the active force under activation conditions. BRAC recommendations will not be able to be fully implemented.

**ADDITIONAL:** Funding is to be provided from the Base Closure Account. This project meets the criteria/scope specified in Air Force Reserve Command Handbook 32-1001, Standard Facility Requirements. A preliminary analysis of reasonable options was accomplished comparing alternatives of status quo, renovation, addition/alteration, and new construction. It indicates there is only one option that will meet operational requirements. Because of this, a full economic analysis was not performed. A certificate of exemption was prepared. POC: Ms. Donna Young, HQ AFRC/CEPR, DSN 497-1108. Equipment from other appropriations: for furnishings. New Work: 2,624 SM = 28,245 SF.

**JOINT USE CERTIFICATION:** This facility is programmed for joint use with Air Mobility Command; however, it is fully funded by the Air Force Reserve.

1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR CORROSION CONTROL HANGAR	5. PROJECT NUMBER  VKAG 06-3010	

**CERTIFICATE OF COMPLIANCE  
FOR CRITICAL PLANNING ACTIONS**

**COMMAND:** Air Combat Command / Air Force Reserve Command

**BASE, STATE, COUNTRY IF OVERSEAS:** Seymour Johnson AFB NC

**PROJECT TITLE:** BRAC AFR Corrosion Control Hangar

**PROJECT NUMBER:** VKAG 06-3010

**I. INSTRUCTIONS:**  
Place an **X** in the most appropriate response for each topic area to show current status of compliance. When responding to a statement requiring additional date, fill in the blank with appropriate information. If none of the printed statements are appropriate, add or attach an appropriate comment. For MILCON projects, the BCE and Installation commander shall sign the certificate and submit it to the MAJCOM where it will be updated and readily available to HQ USAF.

**II. PLANNING:**

**1. Environmental Impact Analysis Process (AFI 32-7061)**

☒ Categorical exclusion number A2.3.11 applies. Similar project analyzed in WINDO EA Signed Nov 05

☐ Environmental Assessment under preparation. Expected completion date is: 1 Aug 05

☐ Finding of No Significant Environmental Impact signed on:

☐ Draft Environmental Statement (EIS) under preparation. Expected completion date is:

☐ Draft EIS filed on \_\_\_\_\_ (date).

☐ Final EIS filed on \_\_\_\_\_

☐ Record of Decision signed on \_\_\_\_\_ (date).

☐ Foreign nation or protected global resource exemption number \_\_\_\_\_ applies.

☐ Environmental study (or review underway) under preparation. Expected completion date \_\_\_\_\_.

☐ Environmental study (or review) completed on \_\_\_\_\_ (date).

**2. Wetlands (AFI 32-7064):**

☒ Project is not sited in or adjacent to a wetland.

☐ Requirements of Clean Water Act, Section 404 and 401 in progress. Estimated completion date is: \_\_\_\_\_.

☐ Requirements of Clean Water Act, Section 404 and 401 completed on \_\_\_\_\_ (date).

☐ Section 404 and 401 Permits Issued on: \_\_\_\_\_ (date)

☐ Finding of "No Practicable Alternative" signed on: \_\_\_\_\_ (date).

**3. Flood plains (AFI 32-7064):**

☒ Project is not sited in a 100-year flood plain.

☐ Requirements of EO 11988 in progress. Estimated completion date is \_\_\_\_\_ (date).

☐ Project is sited in a 100-year flood plain. Requirements of EO 11988 completed on June 1994.

☐ Finding of "No Practicable Alternative" signed on \_\_\_\_\_ (date).

1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR CORROSION CONTROL HANGAR		5. PROJECT NUMBER  VKAG 06-3010
<b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b>		
<p><b>4. <u>Coastal Zone Management (AFI 32-7064):</u></b></p> <p><input checked="" type="checkbox"/> Project does not directly affect a state coastal zone.</p> <p><input type="checkbox"/> Consistency determination being developed. Estimated completion date is _____.</p> <p><input type="checkbox"/> Consistency determination completed on _____ (date).</p> <p><b>5. <u>Coastal Barrier Resources (AFI 32-7064):</u></b></p> <p><input checked="" type="checkbox"/> Project is not sited within the Coastal Barrier Resources System.</p> <p><input type="checkbox"/> Project excepted from the Coastal Barrier Resources Act (CBRA).</p> <p><input type="checkbox"/> Consultation with the Regional Director, United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) in progress. Estimated completion date is: _____.</p> <p><input type="checkbox"/> Consultation with the Regional Director, USFWS, concluded on _____ (date).</p> <p><b>6. <u>Threatened and Endangered Species (AFI 32-7064):</u></b></p> <p><input checked="" type="checkbox"/> Project has no potential for affecting threatened or endangered species or critical habitats.</p> <p><input type="checkbox"/> Based upon advice from USFWS/NMFS or host nation liaison on _____ (date), threatened or endangered species in the vicinity of the project will not be affected.</p> <p><input type="checkbox"/> Consultation with USFWS/NMFS underway in accordance with the Endangered Species Act.</p> <p><input type="checkbox"/> Formal consultation with the Regional Director, USFWS completed on _____ (date).</p> <p><input type="checkbox"/> Biological Assessment is required. Estimated completion date is _____ (date).</p> <p><input type="checkbox"/> Biological opinion issued by USFWS on _____ (date).</p> <p><b>7. <u>Cultural Resource Management (AFI 32-7065):</u></b></p> <p><input type="checkbox"/> Properties affected by project are addressed in a Programmatic Agreement that was fully executed with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) on: _____.</p> <p><input type="checkbox"/> Project areas has not been surveyed for historic properties. Survey requirements are identified in the A-106 System and the estimated completion date is _____.</p> <p><input type="checkbox"/> Project area has been surveyed and no historic properties were identified; the State Historic Preservation Officer was notified by letter dated _____.</p> <p><input type="checkbox"/> Survey identified historic properties but the Project will have no effect on them; written concurrence by the State Historic Preservation Officer is dated _____.</p> <p><input checked="" type="checkbox"/> After consultation, State Historic Preservation Officer concurred that the project will have no adverse effect on historic properties. The Advisory Council on Historic Preservation concurred in writing with this determination on <u>6 Aug 96</u>.</p> <p><input type="checkbox"/> Project will have an adverse effect on historic properties. A Memorandum of Agreement (MOA) mitigating the adverse effect was executed on _____ (date).</p> <p><input type="checkbox"/> Estimated date to execute the MOA is _____ or No MOA was developed and the formal comments of the Council are being sought.</p> <p><input type="checkbox"/> Project will affect a site or property of interest to Native Americans.</p> <p><input type="checkbox"/> Appropriate Native American Tribe or Group contacted on: _____.</p>		

1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR CORROSION CONTROL HANGAR	5. PROJECT NUMBER  VKAG 06-3010	

**CERTIFICATE OF COMPLIANCE CONT.**

**8. Interagency and Intergovernmental Coordination for Environmental Planning (AFI 32-7060):**

☒ Coordination of proposed project with the state Single Point of Contact or other agencies is not required.

☐ Coordination with the state Single Point of Contact is in progress. Expected date of completion is \_\_\_\_\_

☐ Proposed project was coordinated with the state Single Point of Contact or other agencies on 17 May 95  
(Specify any other agencies).

**9. Environmental Permits (AFIs 32-7040, 7041, 7042, and 7044):**

☐ No permits are required

☐ No permits required, but regulatory agency notification required prior to construction (e.g. underground storage tank removals).

☒ The following permits are required prior to construction: (List Construction and Operating Permits)

1. AF FORM 103 Base Civil Engineering Work Clearance Request
2. Asbestos Containing Material Removal and Disposal
3. Sedimentation and Erosion Control
4. Demolition

**10. Potentially Regulated Substances (AFI 32-1052, 7042):**

a. Asbestos (ACS):

☐ not present:

☐ Survey Underway

☒ present; (Will be mitigated by contractor IAW SJAFB ACS Management Plan).

\* (Abatement must be accomplished IAW all Federal, State & Local Regulations)

b. Lead Based Paint (LBP):

☐ not present:

☐ Survey Underway

☒ Present (Will be mitigated by contractor IAW SJAFB LBP Management Plan).

c. Ozone depleting substance:

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

d. Polychlorinated Biphenyls (PCBs):

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

e. Radon:

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

f. Other known hazardous or toxic substances and pollutants: (e.g. contaminated soils):

☒ not present:

☐ Survey Underway

☐ Present (Describe mitigation, or state why mitigation is not necessary).

**11. Radon at New Construction Sites:**

☒ Not present

☐ Present (Describe mitigation, or state why mitigation is not necessary)

1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR CORROSION CONTROL HANGAR		5. PROJECT NUMBER  VKAG 06-3010

**CERTIFICATE OF COMPLIANCE CONT.**

**12. Environmental Restoration Program (ERP):**

- ☒ Facility is not sited on or near an ERP site.  
☐ Facility is sited near an a ERP site. Approximately \_\_\_\_\_ feet away.  
☐ Facility is on an ERP site.  
☐ A Request for Waiver was submitted to MAJCOM on \_\_\_\_\_ (date).  
☐ The site is projected to be remediated and/or close out on \_\_\_\_\_ (date), prior to commencement of construction activities.  
☐ The nature of the site contamination does not preclude the type of construction activity proposed.  
☐ There is a Compliance Agreement associated with this site.  
☐ A Remedial Investigation Feasibility Study was completed on \_\_\_\_\_ (date) to accurately delineate the aerial extent of the contamination.  
☐ Cost of remedial action is included as part of MILCON Project.

**13. Air Pollutants (AFI 32-7040):**

a. Generation:

- ☒ Will not be generated by the operation or construction of this facility.  
☐ Will be generated by the operation or construction of this facility. Describe type and amount of substance expected to be generated, existing control systems, and the need for additional controls.

b. Conformity:

- ☒ Conformity analysis is not required.  
☐ Conformity analysis is required.

**14. Water Pollutants (AFI 32-7041):**

- ☒ Facility will not generate water pollutants  
☐ Facility construction will not cause soil erosion.  
☐ Facility will generate water pollutants. Describe type and amount along with minimization, treatment, and disposal plan.  
☒ Facility construction will cause erosion and require an erosion control plan.

**15. Solid and Hazardous Wastes (AFI 32-7042, AIR 32-7080):**

- ☒ Facility will not be used for managing solid or hazardous wastes.  
☐ Facility will be for managing solid or hazardous wastes.

**16. Underground Storage Tanks (AFI 32-7044) (Check all that apply):**

- ☒ No underground storage tanks are involved.  
☐ New underground storage tanks will be installed.  
☐ Existing tanks on the project site will be removed:  
     ☐ Regulatory agency was notified on \_\_\_\_\_ (date).  
     ☐ Contamination does not exist.  
     ☐ Contamination Exists.  
     ☐ Cost of contamination clean-up is included as part of MILCON project.  
     ☐ Contamination unknown.  
☐ Existing tanks on the project site will be retained.  
     ☐ Contamination Exists.  
     ☐ Contamination does not exist.  
     ☐ Contamination unknown.

**17. Air Installation Compatible Use Zone (AFI 32-7063):**

- ☒ Facility is sited within acceptable noise level according to the Air Installation Compatible Use Zone Study. No noise level reduction is required.  
☐ Facility is not sited in compliance with Air Installation Compatible Use Zone Study. Noise level reduction of 30db will be provided in design and construction.



1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR CORROSION CONTROL HANGAR	5. PROJECT NUMBER  VKAG 06-3010	

**CERTIFICATE OF COMPLIANCE CONT.**

**18. Base General Plan (AFI 32-7062):**

☒ Facility is sited in accordance with the General Plan and is within a compatible land use area.

☐ Facility is not sited in accordance with the General Plan and is not within a compatible land use area for the following reason: \_\_\_\_\_

**19. Airfield Clearance Criteria (UFC 03-260-01):**

☒ Facility is in compliance with airfield clearance criteria, including clear zone, accident potential zones, frangibility requirements, and airfield airspace (height obstruction) criteria and poses no potential threat to flight safety.

☐ A request for waiver to airfield/air space clearance criteria is being prepared. Expected completion date: \_\_\_\_\_

☐ A temporary waiver for construction activity in the airfield vicinity was approved on \_\_\_\_\_ (date).

☐ A permanent waiver of airfield/airspace clearance criteria was obtained on \_\_\_\_\_ (date).

**20. Air Space Use:**

☐ Project does not affect air space use and does not require submittal of FAA Form 7460-1 to the Regional Office or the FAA.

☒ Project sent to Regional FAA on 1 June 06. Obstruction marking and lighting recommendations are included in this project.

**21. Explosives Quantity/Distance Siting and Safety Clearance Criteria:**

a. Projects (new construction, facility modification, or change in use) involving explosives storage or handling.

☐ Explosives safety siting approval obtained on \_\_\_\_\_ (date).

☐ Request for explosive safety siting approval sent to MAJCOM on \_\_\_\_\_. Expected approval date is: \_\_\_\_\_

☐ Request to waiver safety criteria sent to MAJCOM on \_\_\_\_\_ (date).

☐ Request for Waiver/Exemption sent to MAJCOM on \_\_\_\_\_. Expected approval date is: \_\_\_\_\_

b. Projects not involving explosives: (new construction, facility modification, or change in use)

☒ Project is not sited within explosive clear zones.

☐ Explosives safety siting approval obtained on \_\_\_\_\_ (date).

☐ Request for explosive safety siting approval sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is: \_\_\_\_\_

☐ Request for Waiver/Exemption sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is: \_\_\_\_\_

**22. Air Base Survivability, Conventional Hardening, Chemical Protection Levels and Priorities, Camouflage, Concealment and Deception:**

☒ Project does not affect airbase operability.

☐ Facility is sited or constructed in compliance with criteria contained in WMP-1.

☐ Waiver or exemption required; request submitted to MAJCOM Civil Engineering Readiness Office, in accordance with WMP-1 on \_\_\_\_\_ (date).

☐ Waiver or exemption granted on \_\_\_\_\_ (date).

**23. Allowance for Physically Handicapped:**

☐ Project provides all design features for handicapped.

☒ Project provides access and limited features.

☐ Project provides access but no other features.

☐ Design features for handicapped are not required.

☐ Design features will not be provided for the following reason: \_\_\_\_\_



1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR CORROSION CONTROL HANGAR		5. PROJECT NUMBER  VKAG 06-3010
<b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b>		
<p><b>24. <u>Real Estate Requirement (AFI 32-9001):</u></b></p> <p><input checked="" type="checkbox"/> Project does not require acquisition of real estate interest.</p> <p><input type="checkbox"/> Project requires acquisition of a real estate interest over \$500,000.</p> <p><input type="checkbox"/> Land interest is to be acquired through minor land authority.</p> <p><input type="checkbox"/> Other (explain): _____</p> <p><b>25. <u>Force Protection:</u></b></p> <p><input type="checkbox"/> Antiterrorism/Force protection measures included in this project are based on a completed installation terrorist threat assessment and a completed Command or Joint Staff Installation Vulnerability Assessment.</p> <p><input type="checkbox"/> Antiterrorism/Force protection measures included in this project satisfy requirements established by a completed installation Physical Security and Force Protection Plan (DoD 2000.16. Standard 15).</p> <p><input checked="" type="checkbox"/> Project meets or exceeds the requirements of DoD Antiterrorism Construction Standards.</p> <p><b>26. <u>Excess Space:</u></b></p> <p><input checked="" type="checkbox"/> Excess space is not available to satisfy the requirement.</p> <p><b>27. <u>Temporary Facilities Incident to Construction:</u></b></p> <p><input checked="" type="checkbox"/> Temporary Facilities are not required for this project.</p> <p><input type="checkbox"/> Temporary facilities are required for this project and will be demolished or removed upon completion.</p> <p><b>28. <u>Communications and Information Support:</u></b></p> <p><input checked="" type="checkbox"/> The communications equipment, information technology systems, pre-wiring costs, and other requirements for this project have been identified and are included in the project cost estimate and all other applicable project documents. A copy of the communication cost estimate is attached to the DD 1391.</p> <p><b>29. <u>Energy and Water Conservation:</u></b></p> <p><input checked="" type="checkbox"/> Project complies with the minimum energy and water conservation performance standards.</p> <p><b>30. <u>Seismic Considerations</u></b></p> <p><input checked="" type="checkbox"/> Seismic planning and design complies with TI 809-04.</p> <p><input type="checkbox"/> Seismic evaluations performed for existing facilities.</p> <p><input type="checkbox"/> Seismic deficiencies identified by the seismic evaluations are mitigated by project completion.</p> <p><b>31. <u>Joint Use Certification (include selection on DD Form 1391):</u></b></p> <p><input type="checkbox"/> Mission requirements, operational considerations, and location are incompatible with use by other components.</p> <p><input type="checkbox"/> This is an installation utility/infrastructure project, and does not qualify for joint use at this location. However, all tenants on this installation are benefited by this project.</p> <p><input type="checkbox"/> This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements.</p> <p><input checked="" type="checkbox"/> This facility is programmed for joint use with Air Mobility Command (identify the component the facility is jointly used with); however, it is fully funded by the Air Force Reserve Command.</p> <p><input type="checkbox"/> The facility is programmed for joint use with _____ (identify the component(s) the facility is jointly used with) and is conjunctively funded by _____ (identify the participating component(s)).</p>		

1. COMPONENT	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
AFRC		
3. INSTALLATION AND LOCATION		
SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE		5. PROJECT NUMBER
BRAC AFR CORROSION CONTROL HANGAR		VKAG 06-3010
<b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b>		
<p><b>32. Sustainable Design and Development:</b></p> <p><input type="checkbox"/> Project includes sustainable development concepts.</p> <p><input type="checkbox"/> Project will qualify for LEED <sup>(TM)</sup> certification.</p> <p><input checked="" type="checkbox"/> Project does not include sustainable development concepts.</p> <p>I CONCUR WITH THE ABOVE STATEMENTS.</p> <div style="display: flex; justify-content: space-between; margin-bottom: 20px;"> <div style="width: 40%; border-top: 1px solid black; text-align: center;">BASE CIVIL ENGINEER</div> <div style="width: 40%; border-top: 1px solid black; text-align: center;">DATE</div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 40%; border-top: 1px solid black; text-align: center;">INSTALLATION COMMANDER</div> <div style="width: 40%; border-top: 1px solid black; text-align: center;">DATE</div> </div>		

1. COMPONENT AIR FORCE RESERVE		FY 2008 MILITARY CONSTRUCTION PROJECT DATA		2. DATE 04-JAN-06	
3. INSTALLATION AND LOCATION SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA			4. PROJECT TITLE BRAC AFR AIRCRAFT PARTS STORE		
5. PROGRAM ELEMENT 55396f	6. CATEGORY CODE 442-758	7. PROJECT NUMBER VKAG 06-3013	8. PROJECT COST (\$000)		
9. COST ESTIMATE					
ITEM		U/M	QUANTITY	UNIT COST	COST (\$000)
PRIMARY FACILITIES KC 135 PARTS STORE ANTITERRORISM/FORCE PROTECTION					
SUPPORTING FACILITIES  COMMUNICATIONS  RELOCATED ROAD  UTILITIES/PAVEMENTS/SITE IMPROVEMENTS					
SUBTOTAL CONTINGENCY TOTAL CONTRACT COST SUPERVISION, INSPECTION AND OVERHEAD (5.7%) TOTAL REQUEST TOTAL REQUEST (ROUNDED)					
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-EAD)					
10. <u>DESCRIPTION OF PROPOSED CONSTRUCTION</u> : Construct an addition to Building 4810 for use by 4 LRS as a KC-135 Parts Store. Additions to have reinforced concrete footings and floor slab, structural steel frame, reinforced masonry walls standing seam metal roof, fully laminated windows, HVAC, fire detection /protections, access drive, parking and all necessary support. Includes antiterrorism/force protection requirements identified in the DoD Unified Facilities Criteria. Air conditioning: 15 Tons					
<p>11. <u>REQUIREMENT</u>: 847 SM      <u>ADEQUATE</u>: 0 SM      <u>SUBSTANDARD</u>: 0 SM</p> <p><u>PROJECT</u>: KC-135 Parts Store addition, Building 4810 (BRAC)</p> <p><u>REQUIREMENT</u>: An adequately sized and functionally configured for storing and issuing KC-135R parts.</p> <p><u>CURRENT SITUATION</u>: The Base Realignment and Closure Commission (BRAC) 2005 recommendation includes the realignment of Grand Forks AFB, ND and the transfer of eight PAA KC-135R/T to Seymour Johnson AFB. The additional aircraft will bring another readiness spares package and require addition storage space for parts. There are no available facilities at Seymour-Johnson to locate this mission.</p> <p><u>IMPACT IF NOT PROVIDED</u>: The unit will not have adequate facilities upon arrival of the aircraft which will negatively impact their ability aircraft maintenance. BRAC recommendations will not be fully implemented.</p> <p><u>ADDITIONAL</u>: Funding is to be provided from the Base Closure Account. This project meets the criteria/ scope specified in Air Force Reserve Command Handbook 32-1001, Standard Facility Requirements. A preliminary analysis of reasonable options was accomplished comparing alternatives of status quo, renovation, addition/alteration and new construction. It indicated that there is only one option that will meet operational requirements. Because of this, a full economical analysis was not performed. A Certificate of Exemption was prepared. POC::Ms. Donna Young, HQ AFRC/CEPR, DSN 497-1108</p> <p><u>JOINT USE CERTIFICATION</u>: This facility is programmed for joint use with Air Mobility Command; however, it is fully funded by the Air Force Reserve.</p>					

1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR KC-135R PARTS STORE, BLDG 4810	5. PROJECT NUMBER  VKAG 06-3013	

**CERTIFICATE OF COMPLIANCE  
FOR CRITICAL PLANNING ACTIONS**

**COMMAND:** Air Combat Command / Air Force Reserve Command

**BASE, STATE, COUNTRY IF OVERSEAS:** Seymour Johnson Air Force Base, North Carolina

**PROJECT TITLE:** BRAC AFR KC-135R PARTS STORE, BLDG 4810

**PROJECT NUMBER:** VKAG 06-3013

**I. INSTRUCTIONS:**  
Place an **X** in the most appropriate response for each topic area to show current status of compliance. When responding to a statement requiring additional date, fill in the blank with appropriate information. If none of the printed statements are appropriate, add or attach an appropriate comment. For MILCON projects, the BCE and Installation commander shall sign the certificate and submit it to the MAJCOM where it will be updated and readily available to HQ USAF.

**II. PLANNING:**

**1. Environmental Impact Analysis Process (AFI 32-7061)**

☒ **X** Categorical exclusion number A2.3.11 applies.

☐ Environmental Assessment in Review. Expected completion date is: 1 Nov 05 (WINDO EA)

☐ Finding of No Significant Environmental Impact signed on:

☐ Draft Environmental Statement (EIS) under preparation. Expected completion date is:

☐ Draft EIS filed on \_\_\_\_\_ (date).

☐ Final EIS filed on \_\_\_\_\_

☐ Record of Decision signed on \_\_\_\_\_ (date).

☐ Foreign nation or protected global resource exemption number \_\_\_\_\_ applies.

☐ Environmental study (or review underway) under preparation. Expected completion date \_\_\_\_\_.

☐ Environmental study (or review) completed on \_\_\_\_\_ (date).

**2. Wetlands (AFI 32-7064):**

☒ **X** Project is not sited in or adjacent to a wetland.

☐ Requirements of Clean Water Act, Section 404 and 401 in progress. Estimated completion date is: \_\_\_\_\_

☐ Requirements of Clean Water Act, Section 404 and 401 completed on \_\_\_\_\_ (date).

☐ Section 404 and 401 Permits Issued on: \_\_\_\_\_ (date)

☐ Finding of "No Practicable Alternative" signed on: \_\_\_\_\_ (date).

**3. Flood plains (AFI 32-7064):**

☒ **X** Project is not sited in a 100-year flood plain.

☐ Requirements of EO 11988 in progress. Estimated completion date is \_\_\_\_\_ (date).

☐ Project is sited in a 100-year flood plain. Requirements of EO 11988 completed on June 1994.

☐ Finding of "No Practicable Alternative" signed on \_\_\_\_\_ (date).

1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR KC-135R PARTS STORE, BLDG 4810	5. PROJECT NUMBER  VKAG 06-3013	
<b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b>		
<p>4. <b><u>Coastal Zone Management (AFI 32-7064):</u></b></p> <p><input checked="" type="checkbox"/> Project does not directly affect a state coastal zone.</p> <p><input type="checkbox"/> Consistency determination being developed. Estimated completion date is _____.</p> <p><input type="checkbox"/> Consistency determination completed on _____ (date).</p> <p>5. <b><u>Coastal Barrier Resources (AFI 32-7064):</u></b></p> <p><input checked="" type="checkbox"/> Project is not sited within the Coastal Barrier Resources System.</p> <p><input type="checkbox"/> Project excepted from the Coastal Barrier Resources Act (CBRA).</p> <p><input type="checkbox"/> Consultation with the Regional Director, United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) in progress. Estimated completion date is: _____.</p> <p><input type="checkbox"/> Consultation with the Regional Director, USFWS, concluded on _____ (date).</p> <p>6. <b><u>Threatened and Endangered Species (AFI 32-7064):</u></b></p> <p><input checked="" type="checkbox"/> Project has no potential for affecting threatened or endangered species or critical habitats.</p> <p><input type="checkbox"/> Based upon advice from USFWS/NMFS or host nation liaison on _____ (date), threatened or endangered species in the vicinity of the project will not be affected.</p> <p><input type="checkbox"/> Consultation with USFWS/NMFS underway in accordance with the Endangered Species Act.</p> <p><input type="checkbox"/> Formal consultation with the Regional Director, USFWS completed on _____ (date).</p> <p><input type="checkbox"/> Biological Assessment is required. Estimated completion date is _____ (date).</p> <p><input type="checkbox"/> Biological opinion issued by USFWS on _____ (date).</p> <p>7. <b><u>Cultural Resource Management (AFI 32-7065):</u></b></p> <p><input type="checkbox"/> Properties affected by project are addressed in a Programmatic Agreement that was fully executed with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) on: _____.</p> <p><input type="checkbox"/> Project areas has not been surveyed for historic properties. Survey requirements are identified in the A-106 System and the estimated completion date is _____.</p> <p><input type="checkbox"/> Project area has been surveyed and no historic properties were identified; the State Historic Preservation Officer was notified by letter dated _____.</p> <p><input type="checkbox"/> Survey identified historic properties but the Project will have no effect on them; written concurrence by the State Historic Preservation Officer is dated _____.</p> <p><input checked="" type="checkbox"/> After consultation, State Historic Preservation Officer concurred that the project will have no adverse effect on historic properties. The Advisory Council on Historic Preservation concurred in writing with this determination on <u>6 Aug 96</u>.</p> <p><input type="checkbox"/> Project will have an adverse effect on historic properties. A Memorandum of Agreement (MOA) mitigating the adverse effect was executed on _____ (date).</p> <p><input type="checkbox"/> Estimated date to execute the MOA is _____ or No MOA was developed and the formal comments of the Council are being sought.</p> <p><input type="checkbox"/> Project will affect a site or property of interest to Native Americans.</p> <p><input type="checkbox"/> Appropriate Native American Tribe or Group contacted on: _____.</p>		

1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR KC-135R PARTS STORE, BLDG 4810	5. PROJECT NUMBER  VKAG 06-3013	
<b>CERTIFICATE OF COMPLIANCE CONT.</b> <b>8. Interagency and Intergovernmental Coordination for Environmental Planning (AFI 32-7060):</b> <input checked="" type="checkbox"/> Coordination of proposed project with the state Single Point of Contact or other agencies is not required. <input type="checkbox"/> Coordination with the state Single Point of Contact is in progress. Expected date of completion is 30 Nov 04. <input type="checkbox"/> Proposed project was coordinated with the state Single Point of Contact or other agencies on 17 May 95 (Specify any other agencies). <b>9. Environmental Permits (AFIs 32-7040, 7041, 7042, and 7044):</b> <input type="checkbox"/> No permits are required <input type="checkbox"/> No permits required, but regulatory agency notification required prior to construction (e.g. underground storage tank removals). <input checked="" type="checkbox"/> The following permits are required prior to construction: (List Construction and Operating Permits) 1. AF FORM 103 Base Civil Engineering Work Clearance Request 2. Sedimentation and Erosion Control <b>10. Potentially Regulated Substances (AFI 32-1052, 7042):</b> a. <u>Asbestos</u> : <input type="checkbox"/> not present: <input checked="" type="checkbox"/> Survey Underway <input type="checkbox"/> present; (describe mitigation, or state why mitigation is not necessary). <i>*(Abatement must be accomplished IAW all Federal, State &amp; Local Regulations)</i> b. <u>Lead Based Paint</u> : <input type="checkbox"/> not present: <input checked="" type="checkbox"/> Survey Underway <input type="checkbox"/> present; (describe mitigation, or state why mitigation is not necessary). c. <u>Ozone depleting substance</u> : <input checked="" type="checkbox"/> not present: <input type="checkbox"/> Survey Underway <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary). d. <u>Polychlorinated Biphenyls (PCBs)</u> : <input checked="" type="checkbox"/> not present: <input type="checkbox"/> Survey Underway <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary). e. <u>Radon</u> : <input checked="" type="checkbox"/> not present: <input type="checkbox"/> Survey Underway <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary). f. <u>Other known hazardous or toxic substances and pollutants: (e.g. contaminated soils)</u> : <input checked="" type="checkbox"/> not present: <input type="checkbox"/> Survey Underway <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary). <b>11. Radon at New Construction Sites:</b> <input checked="" type="checkbox"/> Not present <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary)		



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**CERTIFICATE OF COMPLIANCE CONT.**

**12. Environmental Restoration Program (ERP):**

☒ Facility is not sited on or near an ERP site.

☐ Facility is sited near an a ERP site. Approximately \_\_\_\_ feet away.

☐ Facility is on an ERP site.

☐ A Request for Waiver was submitted to MAJCOM on \_\_\_\_ (date).

☐ The site is projected to be remediated and/or close out on \_\_\_\_ (date), prior to commencement of construction activities.

☐ The nature of the site contamination does not preclude the type of construction activity proposed.

☐ There is a Compliance Agreement associated with this site.

☐ A Remedial Investigation Feasibility Study was completed on \_\_\_\_ (date) to accurately delineate the aerial extent of the contamination.

☐ Cost of remedial action is included as part of MILCON Project.

**13. Air Pollutants (AFI 32-7040):**

a. Generation:

☒ Will not be generated by the operation or construction of this facility.

☐ Will be generated by the operation or construction of this facility. Describe type and amount of substance expected to be generated, existing control systems, and the need for additional controls.

b. Conformity:

☒ Conformity analysis is not required.

☐ Conformity analysis is required.

**14. Water Pollutants (AFI 32-7041):**

☒ Facility will not generate water pollutants

☐ Facility construction will not cause soil erosion.

☐ Facility will generate water pollutants. Describe type and amount along with mimization, treatment, and disposal plan.

☒ Facility construction will cause erosion and requires an erosion control plan.

**15. Solid and Hazardous Wastes (AFI 32-7042, AIR 32-7080):**

☒ Facility will not be used for managing solid or hazardous wastes.

☐ Facility will be for managing solid or hazardous wastes.

**16. Underground Storage Tanks (AFI 32-7044) (Check all that apply):**

☒ No underground storage tanks are involved.

☐ New underground storage tanks will be installed.

☐ Existing tanks on the project site will be removed:

☐ Refulatory agency was notified on \_\_\_\_ (date).

☐ Contamination does not exist.

☐ Contamination Exists.

☐ Cost of contamination clean-up is included as part of MILCON project.

☐ Contamination unknown.

☐ Existing tanks on the project site will be retained.

☐ Contamination Exists.

☐ Contamination does not exist.

☐ Contamination unknown.

**17. Air Installation Compatible Use Zone (AFI 32-7063):**

☒ Facility is sited within acceptable noise level according to the Air Installation Compatible Use Zone Study. No noise level reduction is required.

☐ Facility is not sited in compliance with Air Installation Compatible Use Zone Study. Noise level reduction of 30db will be provided in design and construction.



1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR KC-135R PARTS STORE, BLDG 4810	5. PROJECT NUMBER  VKAG 06-3013	
<b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b>		
<p><b>18. Base General Plan (AFI 32-7062):</b></p> <p><input checked="" type="checkbox"/> Facility is sited in accordance with the General Plan and is within a compatible land use area.</p> <p><input type="checkbox"/> Facility is not sited in accordance with the General Plan and is not within a compatible land use area for the following reason: _____</p> <p><b>19. Airfield Clearance Criteria (UFC 03-260-01):</b></p> <p><input checked="" type="checkbox"/> Facility is in compliance with airfield clearance criteria, including clear zone, accident potential zones, frangibility requirements, and airfield airspace (height obstruction) criteria and poses no potential threat to flight safety.</p> <p><input type="checkbox"/> A request for waiver to airfield/air space clearance criteria is being prepared. Expected completion date: _____</p> <p><input type="checkbox"/> A temporary waiver for construction activity in the airfield vicinity was approved on _____ (date).</p> <p><input type="checkbox"/> A permanent waiver of airfield/airspace clearance criteria was obtained on _____ (date).</p> <p><b>20. Air Space Use:</b></p> <p><input checked="" type="checkbox"/> Project does not affect air space use and does not require submittal of FAA Form 7460-1 to the Regional Office or the FAA.</p> <p><input type="checkbox"/> Project sent to Regional FAA on _____ (date). Obstruction marking and lighting recommendations are included in this project.</p> <p><b>21. Explosives Quantity/Distance Siting and Safety Clearance Criteria:</b></p> <p>a. Projects (new construction, facility modification, or change in use) involving explosives storage or handling.</p> <p><input type="checkbox"/> Explosives safety siting approval obtained on _____ (date).</p> <p><input type="checkbox"/> Request for explosive safety siting approval sent to MAJCOM on _____. Expected approval date is: _____</p> <p><input type="checkbox"/> Request to waiver safety criteria sent to MAJCOM on _____ (date).</p> <p><input type="checkbox"/> Request for Waiver/Exemption sent to MAJCOM on _____. Expected approval date is: _____</p> <p>b. Projects not involving explosives: (new construction, facility modification, or change in use)</p> <p><input checked="" type="checkbox"/> Project is not sited within explosive clear zones.</p> <p><input type="checkbox"/> Explosives safety siting approval obtained on _____ (date).</p> <p><input type="checkbox"/> Request for explosive safety siting approval sent to MAJCOM on _____ (date). Expected approval date is: _____</p> <p><input type="checkbox"/> Request for Waiver/Exemption sent to MAJCOM on _____ (date). Expected approval date is: _____</p> <p><b>22. Air Base Survivability, Conventional Hardening, Chemical Protection Levels and Priorities, Camouflage, Concealment and Deception:</b></p> <p><input checked="" type="checkbox"/> Project does not affect airbase operability.</p> <p><input type="checkbox"/> Facility is sited or constructed in compliance with criteria contained in WMP-1.</p> <p><input type="checkbox"/> Waiver or exemption required; request submitted to MAJCOM Civil Engineering Readiness Office, in accordance with WMP-1 on _____ (date).</p> <p><input type="checkbox"/> Waiver or exemption granted on _____ (date).</p> <p><b>23. Allowance for Physically Handicapped:</b></p> <p><input type="checkbox"/> Project provides all design features for handicapped.</p> <p><input checked="" type="checkbox"/> Project provides access and limited features.</p> <p><input type="checkbox"/> Project provides access but no other features.</p> <p><input type="checkbox"/> Design features for handicapped are not required.</p> <p><input type="checkbox"/> Design features will not be provided for the following reason: _____</p>		

1. COMPONENT  AFRC	<b>FY 2007 CONSTRUCTION PROJECT DATA</b>	2. DATE
3. INSTALLATION AND LOCATION  SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)		
4. PROJECT TITLE  BRAC AFR KC-135R PARTS STORE, BLDG 4810		5. PROJECT NUMBER  VKAG 06-3013
<b><u>CERTIFICATE OF COMPLIANCE CONT.</u></b>		
<p><b>24. <u>Real Estate Requirement (AFI 32-9001):</u></b></p> <p><input checked="" type="checkbox"/> Project does not require acquisition of real estate interest.</p> <p><input type="checkbox"/> Project requires acquisition of a real estate interest over \$500,000.</p> <p><input type="checkbox"/> Land interest is to be acquired through minor land authority.</p> <p><input type="checkbox"/> Other (explain): _____</p> <p><b>25. <u>Force Protection:</u></b></p> <p><input type="checkbox"/> Antiterrorism/Force protection measures included in this project are based on a completed installation terrorist threat assessment and a completed Command or Joint Staff Installation Vulnerability Assessment.</p> <p><input type="checkbox"/> Antiterrorism/Force protection measures included in this project satisfy requirements established by a completed installation Physical Security and Force Protection Plan (DoD 2000.16. Standard 15).</p> <p><input checked="" type="checkbox"/> Project meets the minimum requirements of DoD Antiterrorism Construction Standards.</p> <p><b>26. <u>Excess Space:</u></b></p> <p><input checked="" type="checkbox"/> Excess space is not available to satisfy the requirement.</p> <p><b>27. <u>Temporary Facilities Incident to Construction:</u></b></p> <p><input checked="" type="checkbox"/> Temporary Facilities are not required for this project.</p> <p><input type="checkbox"/> Temporary facilities are required for this project and will be demolished or removed upon completion.</p> <p><b>28. <u>Communications and Information Support:</u></b></p> <p><input checked="" type="checkbox"/> The communications equipment, information technology systems, pre-wiring costs, and other requirements for this project have been identified and are included in the project cost estimate and all other applicable project documents. A copy of the communication cost estimate is attached to the DD 1391.</p> <p><b>29. <u>Energy and Water Conservation:</u></b></p> <p><input checked="" type="checkbox"/> Project complies with the minimum energy and water conservation performance standards.</p> <p><b>30. <u>Seismic Considerations</u></b></p> <p><input checked="" type="checkbox"/> Seismic planning and design complies with TI 809-04.</p> <p><input type="checkbox"/> Seismic evaluations performed for existing facilities.</p> <p><input type="checkbox"/> Seismic deficiencies identified by the seismic evaluations are mitigated by project completion.</p> <p><b>31. <u>Joint Use Certification (include selection on DD Form 1391):</u></b></p> <p><input type="checkbox"/> Mission requirements, operational considerations, and location are incompatible with use by other components.</p> <p><input type="checkbox"/> This is an installation utility/infrastructure project, and does not qualify for joint use at this location. However, all tenants on this installation are benefited by this project.</p> <p><input type="checkbox"/> This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements.</p> <p><input checked="" type="checkbox"/> This facility is programmed for joint use with Air Mobility Command (identify the component the facility is jointly used with); however, it is fully funded by the Air Force Reserve Command.</p> <p><input type="checkbox"/> The facility is programmed for joint use with _____ (identify the component(s) the facility is jointly used with) and is conjunctively funded by _____ (identify the participating component(s)).</p>		

1. COMPONENT	FY 2007 CONSTRUCTION PROJECT DATA		2. DATE
AFRC			
3. INSTALLATION AND LOCATION			
SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA (ACC)			
4. PROJECT TITLE		5. PROJECT NUMBER	
BRAC AFR KC-135R PARTS STORE, BLDG 4810		VKAG 06-3013	
<u>CERTIFICATE OF COMPLIANCE CONT.</u>			
32. <u>Sustainable Design and Development:</u>			
<input type="checkbox"/> Project includes sustainable development concepts. <input type="checkbox"/> Project will qualify for LEED™ certification. <input checked="" type="checkbox"/> Project does not include sustainable development concepts.			
I CONCUR WITH THE ABOVE STATEMENTS.			
_____ BASE CIVIL ENGINEER		_____ DATE	
_____ INSTALLATION COMMANDER		_____ DATE	

1. COMPONENT AF(ACC)	<b>FY 2008 MILITARY CONSTRUCTION PROJECT DATA</b>			2. DATE 1 Mar 06
3. INSTALLATION AND LOCATION  Seymour Johnson AFB, North Carolina		4. PROJECT TITLE  BRAC CONSTRUCT FLIGHTLINE KITCHEN		
5. PROGRAM ELEMENT  27998f	6. CATEGORY CODE  723-388	7. PROJECT NUMBER  VKAG 06-3014	8. PROJECT COST (\$000)	
<b>9. COST ESTIMATE</b>				
ITEM	U/M	QUANTITY	UNIT COST	COST (\$000)
<b>PRIMARY FACILITIES</b>				
CONSTRUCT FLIGHTLINE KITCHEN	SM			
ANTITERRORISM/FORCE PROTECTION	LS			
<b>SUPPORTING FACILITIES</b>				
UTILITIES	LS			
PAVEMENTS	LS			
SITE IMPROVEMENTS	LS			
SECURITY FENCING	LM			
<b>COMMUNICATIONS</b>				
	LS			
<b>SUBTOTAL</b>				
CONTINGENCY				
<b>TOTAL CONTRACT COST</b>				
SUPERVISION, INSPECTION AND OVERHEAD				
<b>TOTAL REQUEST</b>				
<b>TOTAL REQUEST (ROUNDED)</b>				
EQUIPMENT FROM OTHER APPROPRIATIONS (NON-EAD)				
<b>10. DESCRIPTION OF PROPOSED CONSTRUCTION:</b> Construction consists of reinforced concrete foundation and floor slab, reinforced masonry walls, concrete structural frame, HVAC system, standing seam metal roof, reinforced exterior walls and fully laminated windows. Site improvements include; utilities, pavements, fire detection/protection, security fencing, and landscaping. Force protection includes antiterrorism force protection requirements identified in the DoD Unified Facilities Criteria. Air Conditioning: 10 Tons				
<b>11. REQUIREMENT:</b> 384 SM <b>ADEQUATE:</b> 161 SM <b>SUBSTANDARD:</b> 223 SM <b>PROJECT:</b> BRAC CONSTRUCT FLIGHTLINE KITCHEN (Current Mission) <b>REQUIREMENT:</b> An adequately sized flightline kitchen to meet the increased requirements of air operations and personnel working on the flightline due to BRAC recommendations for SJAFB: 8 PAA KC-135R plus-up and establish new CIRF. <b>CURRENT SITUATION:</b> The flightline kitchen facility at Seymour Johnson AFB is inadequate to support the needs of the increased aircraft operations and flightline personnel. An adequate facility is required to provide meals for incoming aircrew, passengers, and ground support personnel unable to consume their meal in a dining facility. <b>IMPACT IF NOT PROVIDED:</b> The base will not have adequate flight meal preparation and dining facilities to support the needs of newly assigned aircrew and ground support personnel. BRAC recommendations will not be fully implemented. Undersized flight kitchen will hamper mission efficiency. This situation will degrade overall service, productivity, and morale. <b>ADDITIONAL:</b> Funding is to be provided from the Base Closure Account. This project meets the criteria/scope specified in Air Force Handbook 32-1084, Facility Requirements. A preliminary analysis of options was accomplished comparing alternatives of status quo, renovation, addition/alteration and new construction. It indicates there is only one option that will meet operation requirements. Because of this, a full economical analysis was not performed. A certificate of exemption was prepared. Base Civil Engineer: Lt Col Lowell A. Nelson, phone DSN 722-5142. Equipment from other appropriations: (Flightline Kitchen, 223 SM = 2,400 SF). <b>JOINT USE CERTIFICATION:</b> The facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements.				

<b>1. COMPONENT</b> AIR FORCE (ACC)	<b>FY 2008 MILITARY CONSTRUCTION PROJECT DATA</b>	<b>2. DATE</b> 1 Mar 06
<b>3. INSTALLATION AND LOCATION</b> SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA		
<b>4. PROJECT TITLE</b> BRAC CONSTRUCT FLIGHTLINE KITCHEN	<b>5. PROJECT NUMBER</b> VKAG 06-3014	

**CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS**

COMMAND: Air Combat Command  
 BASE, STATE, COUNTRY IF OVERSEAS: Seymour Johnson Air Force Base, North Carolina  
 PROJECT TITLE: BRAC CONSTRUCT FLIGHTLINE KITCHEN  
 PROJECT NUMBER: VKAG 06-3014

**I. INSTRUCTIONS:**

Place one X in the most appropriate response for each topic area to show status of compliance. When responding to a statement requiring additional data, fill in the blank with appropriate information. If none of the printed statements are appropriate, add or attach an appropriate comment. For MILCON projects, the BCE and installation commander shall sign the certificate and submit it to the MAJCOM where it will be updated and readily available to HQ USAF.

**II. PLANNING:**

**1. Environmental Impact Analysis Process (AFI 32-7061):**

☒ X Categorical exclusion (CATEX) number A 2.3.11 applies.  
 \_\_\_ Environmental Assessment/Finding of No Significant Impact signed \_\_\_\_\_ (date).  
 \_\_\_ Draft Environmental Impact Statement (EIS) started. Expected completion date is: \_\_\_\_\_.  
 \_\_\_ Draft EIS filed on \_\_\_\_\_ (date).  
 \_\_\_ Final EIS filed on \_\_\_\_\_ (date).  
 \_\_\_ Record of Decision signed on \_\_\_\_\_ (date).  
 \_\_\_ Foreign nation or protected global resource exemption number \_\_\_\_\_ applies.  
 \_\_\_ Environmental study (or review underway) under preparation. Expected completion date is \_\_\_\_\_.  
 \_\_\_ Environmental study (or review) completed on \_\_\_\_\_ (date).

**2. Wetlands (AFI 32-7064):**

☒ X Project is not sited in or adjacent to a wetland.  
 \_\_\_ Requirements of Clean Water Act, Section 404 & 401 in progress. Estimated completion date is \_\_\_\_\_.  
 \_\_\_ Requirements of Clean Water Act, Section 404 & 401 completed on \_\_\_\_\_ (date).  
 \_\_\_ Section 404 & 401 Permits issued \_\_\_\_\_ (date).  
 \_\_\_ Finding of No Practicable Alternative signed \_\_\_\_\_ (date).

**3. Floodplains (AFI 32-7064):**

☒ X Project is not sited in a 100-year flood plain.  
 \_\_\_ Requirements of EO 11988 in progress. Estimated completion date is \_\_\_\_\_.  
 \_\_\_ Project is sited in a 100-year flood plain. Requirements of EO 11988 completed on \_\_\_\_\_ (date).  
 \_\_\_ Finding of No Practicable Alternative signed \_\_\_\_\_ (date).

**4. Coastal Zone Management (AFI 32-7064):**

☒ X Project does not directly affect a state coastal zone.  
 \_\_\_ Consistency determination is being developed. Estimated completion date is \_\_\_\_\_.  
 \_\_\_ Consistency determination completed on \_\_\_\_\_ (date).

<b>1. COMPONENT</b> AIR FORCE (ACC)	<b>FY 2008 MILITARY CONSTRUCTION PROJECT DATA</b>	<b>2. DATE</b> 1 Mar 06
<b>3. INSTALLATION AND LOCATION</b> SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA		
<b>4. PROJECT TITLE</b> BRAC CONSTRUCT FLIGHTLINE KITCHEN	<b>5. PROJECT NUMBER</b> VKAG 06-3014	
<p align="center"><b><u>CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS</u></b> (Continued)</p>		
<p><b>5. Coastal Barrier Resources (AFI 32-7064):</b>  <input checked="" type="checkbox"/> Project is not sited within the Coastal Barrier Resources System.  <input type="checkbox"/> Project exempt from the Coastal Barrier Resources Act (CBRA).  <input type="checkbox"/> Consultation with the Regional Director, United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) in progress. Estimated completion date is _____. Consultation with the Regional Director, USFWS, concluded _____ (date).</p> <p><b>6. Threatened and Endangered Species (AFI 32-7064):</b>  <input checked="" type="checkbox"/> Project has no potential for affecting threatened or endangered species or critical habitats.  <input type="checkbox"/> Based on consultation with USFWS/NMFS or host nation liaison on _____ (date), threatened or endangered species in the vicinity of the project will not be affected.  <input type="checkbox"/> Consultation with USFWS/NMFS underway in accordance with the Endangered Species Act.  <input type="checkbox"/> Formal consultation with the Regional Director, USFWS completed on _____ (date).  <input type="checkbox"/> Biological Assessment is required. Estimated completion date is _____.  <input type="checkbox"/> Biological opinion issued by USFWS on _____ (date).</p> <p><b>7. Cultural Resources Management (AFI 32-7065):</b>  <input type="checkbox"/> Properties affected by project are addressed in a Programmatic Agreement that was fully executed with the State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) on _____ (date).  <input type="checkbox"/> Project area has not been surveyed for historic properties. Survey requirements are identified in the A-106 system and the estimated completion date is _____.  <input type="checkbox"/> Project area has been surveyed and no historic properties were identified; the SHPO was notified by letter dated _____.  <input type="checkbox"/> Survey identified historic properties but the project will have no effect on them; written concurrence by the SHPO is dated _____.  <input checked="" type="checkbox"/> After consultation, SHPO concurred the project will have no adverse effect on historic properties by written correspondence dated <u>6 Aug 96</u>.  <input type="checkbox"/> Project will have an adverse effect on historic properties. A memorandum of agreement (MOA) mitigating the adverse effect was executed on _____ (date).  <input type="checkbox"/> Estimated date to execute the MOA is _____ (date) or no MOA was developed and the formal comments of the Council were sought in a memo, dated _____.  <input type="checkbox"/> Project will affect a site or property of interest to Native Americans. Appropriate Native American Tribe or Group contacted on _____ (date).</p> <p><b>8. Interagency and Intergovernmental Coordination for Environmental Planning (AFI 32-7060):</b>  <input checked="" type="checkbox"/> Coordination of proposed project with the state Single Point of Contact or other agencies is not required.  <input type="checkbox"/> Coordination with the state Single Point of Contact is in progress. Expected date of completion is _____ (date).  <input type="checkbox"/> Proposed project was coordinated with the state Single Point of Contact or other agencies on _____ (date). (Specify any other agencies.)</p>		



<b>1. COMPONENT</b> AIR FORCE (ACC)	<b>FY 2008 MILITARY CONSTRUCTION PROJECT DATA</b>	<b>2. DATE</b> 1 Mar 06
<b>3. INSTALLATION AND LOCATION</b> SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA		
<b>4. PROJECT TITLE</b> BRAC CONSTRUCT FLIGHTLINE KITCHEN	<b>5. PROJECT NUMBER</b> VKAG 06-3014	
<p align="center"><b><u>CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS</u></b> (Continued)</p> <p>9. <u>Environmental Permits (AFIs 32-7040, 7041, 7042, 7044):</u></p> <p> <input type="checkbox"/> No permits are required.  <input type="checkbox"/> No permits required, but regulatory agency notification required prior to construction (e.g., underground storage tank removals)  <input checked="" type="checkbox"/> The following permits are required prior to construction: (List the construction and operating permits).         </p> <p>           1. AF FORM 103 Base Civil Engineering Work Clearance Request            2. Sedimentation and Erosion Control         </p> <p>10. <u>Potentially Regulated Substances at Existing Sites (AFIs 32-1052, 7042)</u></p> <p>a. Asbestos:</p> <p> <input checked="" type="checkbox"/> Not present  <input type="checkbox"/> Survey underway  <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary.)         </p> <p>b. Lead-Based Paint:</p> <p> <input checked="" type="checkbox"/> Not present  <input type="checkbox"/> Survey underway  <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary.)         </p> <p>c. Ozone depleting substance:</p> <p> <input checked="" type="checkbox"/> Not present  <input type="checkbox"/> Survey underway  <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary.)         </p> <p>d. Polychlorinated biphenyls (PCBs):</p> <p> <input checked="" type="checkbox"/> Not present  <input type="checkbox"/> Survey underway  <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary.)         </p> <p>e. Radon:</p> <p> <input checked="" type="checkbox"/> Not present  <input type="checkbox"/> Survey underway  <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary.)         </p> <p>f. Other known hazardous or toxic substances and pollutants (e.g., contaminated soils):</p> <p> <input checked="" type="checkbox"/> Not present  <input type="checkbox"/> Survey underway  <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary.)         </p> <p>11. <u>Radon at New Construction Sites:</u></p> <p> <input checked="" type="checkbox"/> Not Present  <input type="checkbox"/> Present (Describe mitigation, or state why mitigation is not necessary.)         </p>		



1. COMPONENT AIR FORCE (ACC)	FY 2008 MILITARY CONSTRUCTION PROJECT DATA	2. DATE 1 Mar 06
3. INSTALLATION AND LOCATION SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA		
4. PROJECT TITLE BRAC CONSTRUCT FLIGHTLINE KITCHEN	5. PROJECT NUMBER VKAG 06-3014	
<p align="center"><u>CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS</u> (Continued)</p> <p>12. <u>Environmental Restoration Program:</u>  <input checked="" type="checkbox"/> Facility is not sited on or near an ERP site.  <input type="checkbox"/> Facility is sited near an ERP site approximately _____ feet away.  <input type="checkbox"/> Facility is on an ERP site.  <input type="checkbox"/> A Request for Waiver was submitted to MAJCOM on _____ (date).  <input type="checkbox"/> The site is projected to be remediated and/or closed out on _____ (date), prior to commencement of construction activities.  <input type="checkbox"/> The nature of the site contamination does not preclude the type of construction activity proposed.  <input type="checkbox"/> There is a Compliance Agreement associated with this site.  <input type="checkbox"/> A Remedial Investigation Feasibility Study was completed on _____ (date) to accurately delineate the extent of the contamination.  <input type="checkbox"/> Cost of remedial action is included as part of MILCON project</p> <p>13. <u>Air Pollutants (AFI 32-7040):</u>  a. Generation:  <input checked="" type="checkbox"/> Will not be generated by the operation or construction of this facility.  <input type="checkbox"/> Will be generated by the operation or construction of this facility. Describe type and amount of substances expected to be generated, existing control systems, and the need for additional controls.  b. Conformity:  <input type="checkbox"/> Conformity analysis required.  <input checked="" type="checkbox"/> Conformity analysis not required.</p> <p>14. <u>Water Pollutants (AFI 32-7041):</u>  <input checked="" type="checkbox"/> Facility will not generate water pollutants.  <input type="checkbox"/> Facility construction will not cause soil erosion.  <input type="checkbox"/> Facility will generate water pollutants. Describe type and amount along with minimization, treatment, and disposal plan.  <input checked="" type="checkbox"/> Facility construction will cause erosion and require an erosion control plan.</p> <p>15. <u>Solid and Hazardous Wastes (AFIs 32-7042, 7080):</u>  <input checked="" type="checkbox"/> Facility will not be used for managing solid or hazardous wastes.  <input type="checkbox"/> Facility will be for managing solid or hazardous wastes.</p>		

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<p align="center"><u>CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS</u> (Continued)</p>		
<p>16. <u>Underground Storage Tanks (AFI 32-7044) (Check all that apply):</u>  <input checked="" type="checkbox"/> No underground storage tanks are involved.  <input type="checkbox"/> New underground storage tanks will be installed.  <input type="checkbox"/> Existing tanks on the project site will be removed.  <input type="checkbox"/> Regulatory agency was notified on _____ (date).  <input type="checkbox"/> Contamination exists.  <input type="checkbox"/> Cost of contamination clean up is included as part of MILCON project.  <input type="checkbox"/> Contamination does not exist.  <input type="checkbox"/> Contamination unknown.  <input type="checkbox"/> Existing tanks on the project site will be retained.  <input type="checkbox"/> Contamination exists.  <input type="checkbox"/> Contamination does not exist.  <input type="checkbox"/> Contamination unknown.</p> <p>17. <u>Air Installation Compatible Use Zone (AFI 32-7063):</u>  <input type="checkbox"/> Facility is sited within acceptable noise level according to the Air Installation Compatible Use Zone Study. No noise level reduction is required.  <input checked="" type="checkbox"/> Facility is not sited in compliance with Air Installation Compatible Use Zone Study. Noise level reduction of <u>30 dB</u> will be provided in design and construction.</p> <p>18. <u>Base General Plan (AFI 32-7062):</u>  <input checked="" type="checkbox"/> Facility is sited in accordance with the General Plan and is within a compatible land use area.  <input type="checkbox"/> Facility is not sited in accordance with the General Plan and is not within a compatible land use area for the following reason: _____.</p> <p>19. <u>Airfield Clearance Criteria (UFC 03-260-01):</u>  <input checked="" type="checkbox"/> Facility is in compliance with airfield clearance criteria, including clear zone, accident potential zones, frangibility requirements, and airfield airspace (height obstruction) criteria and poses no potential threat to flight safety.  <input type="checkbox"/> A request for waiver to airfield/air space clearance criteria is being prepared. Expected completion date is _____.  <input type="checkbox"/> A temporary waiver for construction activity in the airfield vicinity was approved on _____ (date).  <input type="checkbox"/> A permanent waiver of airfield/air space clearance criteria was obtained on _____ (date).</p> <p>20. <u>Air Space Use:</u>  <input checked="" type="checkbox"/> Project does not affect air space use and does not require submittal of FAA Form 7460-1 to the Regional Office of the FAA.  <input type="checkbox"/> Project sent to Regional FAA on _____ (date). Obstruction marking and lighting recommendations are included in the project.</p>		

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CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS  
(Continued)

21. Explosives Quantity/Distance Siting and Safety Clearance Criteria:

a. Projects (new construction, facility modification, or change in use) involving explosives storage or handling.

\_\_\_ Explosives safety siting approval obtained on \_\_\_\_\_ (date).

\_\_\_ Request for explosive safety siting approval sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is \_\_\_\_\_.

\_\_\_ Request for Waiver/Exemption sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is \_\_\_\_\_.

b. Projects not involving explosives (new construction, facility modification, or change in use).

☒ Project is not sited within explosives clear zones.

\_\_\_ Explosives safety siting approval obtained on \_\_\_\_\_ (date).

\_\_\_ Request for explosive safety siting approval sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is \_\_\_\_\_.

\_\_\_ Request for Waiver/Exemption sent to MAJCOM on \_\_\_\_\_ (date). Expected approval date is \_\_\_\_\_.

22. Air Base Survivability, Conventional Hardening, Chemical Protection Levels and Priorities, Camouflage, Concealment and Deception:

☒ Project does not affect air base operability.

\_\_\_ Facility is sited or constructed in compliance with criteria contained in WMP-1.

\_\_\_ Waiver or exemption required; request submitted to MAJCOM Civil Engineering Readiness Office, in accordance with WMP-1 on \_\_\_\_\_ (date).

\_\_\_ Waiver or exemption granted on \_\_\_\_\_ (date).

23. Allowance for the Physically Handicapped:

\_\_\_ Project provides all design features for handicapped.

☒ Project provides access and limited features.

\_\_\_ Project provides access but no other features.

\_\_\_ Design features for handicapped are not required.

\_\_\_ Design features will not be provided for the following reason: \_\_\_\_\_.

24. Real Estate Requirements (AFI 32-9001):

☒ Project does not require acquisition of real estate interest.

\_\_\_ Project requires acquisition of a real estate interest over \$500,000.

\_\_\_ Land interest is to be acquired through minor land authority.

\_\_\_ Other (explain): \_\_\_\_\_.

25. Antiterrorism/Force Protection:

\_\_\_ Antiterrorism/force protection measures included in this project are based on a completed installation terrorist threat assessment and a completed Command or Joint Staff Installation Vulnerability Assessment.

\_\_\_ Antiterrorism/force protection measures included in this project satisfy requirements established by a completed installation Physical Security and Force Protection Plan (DoD 2000.16. Standard 15).

☒ Project meets or exceeds the requirements of DoD Antiterrorism Construction Standards.

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<b><u>CERTIFICATE OF COMPLIANCE FOR CRITICAL PLANNING ACTIONS</u></b> (Continued)		
<p>26. <u>Excess Space:</u>  <input checked="" type="checkbox"/> Excess space is not available to satisfy the requirement.</p> <p>27. <u>Temporary Facilities Incident to Construction:</u>  <input checked="" type="checkbox"/> Temporary facilities are not required for this project.  <input type="checkbox"/> Temporary facilities are required for this project and will be demolished or removed upon completion.</p> <p>28. <u>Communications and Information Support:</u>  <input checked="" type="checkbox"/> The communications equipment, information technology systems, prewiring costs, and other requirements for this project have been identified and are included in the project cost estimate and all other applicable project documents.</p> <p>29. <u>Energy and Water Conservation:</u>  <input checked="" type="checkbox"/> Project complies with the minimum energy and water conservation performance standards.</p> <p>30. <u>Seismic Considerations:</u>  <input checked="" type="checkbox"/> Seismic planning and design complies with TI 809-04.  <input type="checkbox"/> Seismic evaluations performed for existing facilities.  <input type="checkbox"/> Seismic deficiencies identified by the seismic evaluations are mitigated by project completion.</p> <p>31. <u>Joint Use Certification (include selection on DD Form 1391):</u>  <input type="checkbox"/> Mission requirements, operational considerations, and location are incompatible with use by other components.  <input type="checkbox"/> This is an installation utility/infrastructure project, and does not qualify for joint use at this location. However, all tenants on this installation are benefited by this project.  <input checked="" type="checkbox"/> This facility can be used by other components on an "as available" basis; however, the scope of the project is based on Air Force requirements.  <input type="checkbox"/> This facility is programmed for joint use with _____ (identify the component the facility is jointly used with); however, it is fully funded by the Air Force.  <input type="checkbox"/> The facility is programmed for joint use with _____ (identify the component(s) the facility is jointly used with) and is conjunctively funded by _____ (identify the participating component(s)).</p> <p>32. <u>Sustainable Design and Development:</u>  <input checked="" type="checkbox"/> Project includes sustainable development concepts.  <input type="checkbox"/> Project will qualify for LEED™ certification.  <input type="checkbox"/> Project does not include sustainable development concepts.</p> <p>I concur with the above statements.</p>		
_____ Base Civil Engineer (date)		_____ Installation Commander (date)









**APPENDIX B**

**WAYNE COUNTY BOARD OF COMMISSIONERS MEETING MINUTES  
7 JUNE 2005**



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## **NORTH CAROLINA**

### **WAYNE COUNTY**

The Wayne County Board of Commissioners met in regular session on Tuesday, June 7, 2005 at 9:00 a.m. in the Commissioners' Meeting Room in the Wayne County Courthouse Annex, Goldsboro, North Carolina.

Members present: J. D. Evans, Chairman; Atlas Price, Jr., Vice-Chairman; Wilbur E. Anderson; John M. Bell; C. Munroe Best, Jr.; Roland M. Gray and Efton M. Sager.

Members absent: None.

#### **Invocation**

Reverend Terry Hobbs with Seven Springs United Methodist Church gave the invocation.

#### **Pledge of Allegiance**

Commissioner John M. Bell led the Board of Commissioners in the Pledge of Allegiance to the Flag of the United States of America.

#### **Approval of Minutes**

Upon motion of Vice-Chairman Atlas Price, Jr., the Board of Commissioners unanimously approved the minutes of the special sessions of the Board of Commissioners on May 4, 2005, May 5, 2005, May 6, 2005 and May 10, 2005; the regular session of the Board of Commissioners on May 17, 2005 as corrected; the special session of the Board of Commissioners on May 23, 2005 and the sessions of the Board of Equalization and Review on May 3, 2005 and May 17, 2005.

#### **Discussion/Adjustment of Agenda**

Chairman J. D. Evans adjusted the agenda by adding announcement of Wayne County Teacher Scholarship Program recipients to Committee Reports, by adding Fire Districts Budget Amendment, Various Budget Amendment, and Grant Application and Letter of Support for Water Distillation Process Grant Application to the Golden Leaf Foundation to the Consent Agenda.

#### **2005 Wayne County Teacher Scholarship Recipients**

Olivia Pierce, Executive Director of Public Relations, Media & Technology Services with the Wayne County Public Schools, stated the following candidates were selected to receive the 2005 Wayne County teacher scholarships:

Wayne Community College

- Lesli Darden
- Erica Flanagan

Four-year public university

- Chelsea Anderson
- LaDonna Reid
- Mallory Albertson

Olivia Pierce thanked the Board of Commissioners for their continued support of the Wayne County teacher scholarship program.

#### **Public Hearing -- Glenn Elam's Request to Rezone 651 Community Drive in Goldsboro**

At 9:15 a.m., the Board of Commissioners held a public hearing to receive public comments on a request from Glenn Elam to rezone 651 Community Drive, Goldsboro, North Carolina from Residential Agriculture-20 (RA-20) to Community Shopping (CS). The property is located on the north side of Community Drive and is .8 miles from its intersection with NC Highway 581 South. The property contains 2.35 acres and is identified as parcel ID #072671305376 and recorded in Deed Book 2167, Page 616 in the Wayne County Registry.

No member of the public spoke.

At 9:17 a.m., Chairman J. D. Evans adjourned the public hearing.

**Rezone 651 Community Drive in Goldsboro from Residential Agriculture-20 to Community Shopping**

Upon motion of Commissioner Efton M. Sager, the Board of Commissioners unanimously approved and authorized a request from Glenn Elam to rezone 651 Community Drive, Goldsboro, North Carolina from Residential Agriculture-20 (RA-20) to Community Shopping (CS). The property is identified as parcel ID #072671305376 and recorded in Deed Book 2167, Page 616 in the Wayne County Registry. A map of the property is attached hereto as Attachment A.

**Upcoming Appointments**

The Appointment Committee announced the following persons were under consideration for appointment or reappointment:

- Wayne County Nursing Home Community Advisory Committee – Lisa L. Neeman and John Dexter Holland
- Wayne Community College Board of Trustees – Veda McNair
- Wayne County Board of Adjustment – Allan D. Pedersen
- Community Child Protection Team – Sandra Head
- Wayne County Economic Development Commission – Dr. Edward H. Wilson, Jr.; Timothy M. Price and Charles P. Gaylor, III
- Goldsboro-Wayne Transportation Authority – Wilbur E. Anderson; E. Norman Ricks, III; John M. Bell, Bruce Gates and John Chance (ex-officio)
- Eureka Planning Commission – Clara T. Sauls, Jimmy Wise and John Phillip Yelverton

**Proposed Appointment Policy Guidelines**

Commissioner Wilbur E. Anderson read proposed appointment policy guidelines, attached hereto as Attachment B. The Board of Commissioners will consider the proposed appointment policy guidelines at a future meeting.

**Letter of Support for Commissioner Wilbur E. Anderson to Serve as Vice-Chairman of the NACo Ports Committee**

Upon motion of Commissioner C. Munroe Best, Jr., the Board of Commissioners unanimously approved and authorized a letter be sent to National Association of Counties President Elect Bill Hansell supporting Commissioner Wilbur E. Anderson as Vice-Chairman of the National Association of Counties Ports Committee.

**Military Affairs Committee and Seymour Support Council Appreciation to the Board of Commissioners**

Jimmie Edmundson, Chairman of the Military Affairs Committee, thanked the Board of Commissioners for its efforts in preparing for BRAC. Seymour Johnson Air Force Base was not on the first round of military base closures. The Board of Commissioners made tough decisions in order to preserve Seymour Johnson Air Force Base. The efforts of the Board of Commissioners paid off.

Troy Pate, Chairman of the Seymour Support Council, stated Seymour Johnson Air Force Base was #1 in three categories when ranked by the United States Air Force concerning the possibility of future missions and availability. He believed Seymour Johnson Air Force Base would come through the BRAC process with flying colors. The Board of Commissioners did not back down when tough decisions needed to be made. He appreciated the support of the Board of Commissioners, both individually and collectively. On behalf of the Seymour Support Council, he thanked the Board of Commissioners.

Members of the Board of Commissioners thanked Military Affairs Committee Chairman Jimmie Edmundson, Seymour Support Council Chairman Troy Pate and their respective committee members for their efforts to successfully bring Seymour Johnson Air Force Base through the BRAC process. Their efforts need to continue to prepare Seymour Johnson Air Force Base for future BRAC processes and future missions.

County Manager W. Lee Smith, III stated Wayne County approached BRAC by showing community pride in Seymour Johnson Air Force Base and by showing the base is ready for future missions. The personnel at Seymour Johnson Air Force Base worked directly with Wayne County officials and kept the community briefed on the BRAC process. He thanked the members of the Military Affairs Committee, Seymour Support Council and the employers who allowed their employees to work to keep Seymour Johnson Air Force Base in Wayne County.

#### **StormReady Designation**

Wayne County has been accepted by the National Weather Service to be recognized as a StormReady community. Only 32 counties in North Carolina have met the criteria set forth by the National Weather Service to become StormReady. Meteorologist-in-Charge of the Raleigh National Service Darin Figurskey presented a recognition letter, plaque and special StormReady signs to Emergency Services Deputy Director Mel Powers, Jr. Mark Brown, Area 3 Coordinator with the North Carolina Division of Emergency Management, was also present for the presentation.

Americans live in the most severe weather-prone country on earth. Each year, Americans cope with an average of 10,000 thunderstorms, 2,500 floods, 1,000 tornadoes, as well as an average of 6 deadly hurricanes. Potentially deadly weather impacts every American. Communities can now rely on the National Weather Service's StormReady program to help them guard against the ravages of Mother Nature. Some 90% of all presidential declared disasters are weather related, leading to around 500 deaths per year and nearly \$14 billion in damage. StormReady helps arm America's communities with the communication and safety skills needed to save lives and property—before and during the event. StormReady communities are better prepared to save lives from the onslaught of severe weather through better planning, education, and awareness. No community is storm proof, but StormReady can help communities save lives.

Meteorologist-in-Charge of the Raleigh National Service Darin Figurskey recognized Wayne County for its successful implementation of the StormReady program and its dedication to the protection of life and property. The StormReady recognition is good for a period of three years.

#### **Resolution Acknowledging the Execution and Delivery by the Wayne County Board of Education of a Guaranteed Energy Savings Contract**

Wayne County Public Schools Assistant Superintendent of Auxiliary Services Sprunt Hill stated the guaranteed energy savings contract started three years ago in the Wayne County Public Schools. The energy savings have allowed for the replacement of chillers, boilers, windows, lighting fixtures and toilets. The Wayne County Board of Education plans to enter into a guaranteed energy savings contract with Trane in the amount of \$2,884,608.

County Manager W. Lee Smith, III stated guaranteed energy savings is an alternative way to finance the needs of the Wayne County Public Schools without affecting the County of Wayne's debt ratio.

Upon motion of Vice-Chairman Atlas Price, Jr., the Board of Commissioners unanimously approved and authorized a resolution acknowledging the execution and delivery by the Wayne County Board of Education of a guaranteed energy savings contract, attached hereto as Attachment C.

**Salary for Existing Business & Industry Coordinator at the Wayne County Economic Development Commission**

Jimmie E. Ford, Chairman of the Wayne County Economic Development Commission, requested a salary of \$45,000 for the Existing Business & Industry Coordinator position at the Wayne County Economic Development Commission.

Upon motion of Commissioner C. Munroe Best, Jr., the Board of Commissioners approved the salary of \$45,000 for the Existing Business & Industry Coordinator position at the Wayne County Economic Development Commission.

**Consent Agenda**

Upon motion of Vice-Chairman Atlas Price, Jr., the Board of Commissioners unanimously approved and authorized the following items under the Consent Agenda:

1. Town of Pikeville fireworks resolution, attached hereto as Attachment D
2. Berkeley Mall fireworks resolution, attached hereto as Attachment E
3. 2005-2006 Home and Community Care Block Grant, attached hereto as Attachment F
4. Subordination Deed of Trust for Joe Timothy Barnes for 111 Mossburg Drive, Goldsboro, NC
5. Budget amendments
  - a. 4-H
  - b. Court Facilities
  - c. 4-H
  - d. Sheriff
  - e. Court Facilities
  - f. Sheriff
  - g. Services on Aging
  - h. Goldsboro-Wayne Transportation
  - i. Court Facilities
  - j. Debt Service
  - k. Sheriff
  - l. Clean Water Grant
  - m. Fire Departments
  - n. Various
6. Letter of support to the Golden LEAF Foundation for water distillation process

**Public Comments**

Tom Drew stated he wanted to advance the understanding of democracy in Wayne County and wanted a public address bulletin board.

Lonnie Casey, Jr. stated he surveyed 560 dwellings in Wayne County, which needed to be demolished or rehabilitated. Less than 50 of the dwellings were manufactured homes. He did not want to disrespect citizens who own manufactured homes.

Jim Barnwell stated his property tax has continually increased the past few years. He did not support a property tax increase, license plate fee or telephone 911 surcharge.

**Board of Commissioners Comments**

Commissioner Efton M. Sager made comments on budget and fiscal responsibility. The County Manager submitted a budget based on priorities designated by the Board of Commissioners. Citizens were shocked at the proposed 10 cents property tax increase because there was an approximate 30% tax increase two years ago due to revaluation. Better fiscal management may have prevented the proposed tax increase. The previous Board of Commissioners had neither a long-range financial plan nor a long-range school facility plan and the fund balance was drawn down to balance the budget. Commissioner Efton M. Sager believed the quality of life in Wayne County is endangered with increased taxation. The county, as well as county funding agencies, must cut travel, seminars and meals. The county has invested heavily in economic development, but the anticipated results have not been produced. The proposed one-cent sales tax in Wayne County is a sound financial approach. The public

must support any future bonds. Commissioner Efton M. Sager thanked County Manager W. Lee Smith, III for the outstanding job he is doing.

Commissioner Wilbur E. Anderson stated the county only has control of 15% of its budget. Members of the public continually want more services, while other members of the public want to cut taxes. The Board of Commissioners is trying to do its best. Services cost money. The Board of Commissioners is working together as a team.

Commissioner John M. Bell stated the County Manager apprized the five Commissioners, who were on the Board of Commissioners two years ago, about the budget. The Board of Commissioners had prior knowledge about the county's financial shape before this budget.

Vice-Chairman Atlas Price, Jr. congratulated Nita Britt, Physician Extender II with the Health Department, for being featured in *The County Connection*. He wished Commissioner Efton M. Sager a happy birthday on June 10<sup>th</sup>.

Commissioner Roland M. Gray thanked County Manager W. Lee Smith, III and the budget team for the time they spent working on 2005-2006 budget.

At 10:22 a.m., Commissioner Roland M. Gray left the meeting.

Commissioner C. Munroe Best, Jr. stated persons in business must cut the budget down to affordable means and then look at the processes. County and municipal processes need to be examined to determine which departments could be merged for efficiency. Possible departmental mergers could include planning, inspections and human resources. He challenged County Manager W. Lee Smith, III to begin the process.

Chairman J. D. Evans stated the Board of Commissioners was elected to perform its duties. He read a letter, which requested the Board of Commissioners accept the 2005-2006 County of Wayne budget as presented by County Manager W. Lee Smith, III. A lot of work went into the development of the budget. He requested the Board of Commissioners study the content with keen insight to determine what is proposed and do what is expected. The Board of Commissioners is at the most opportune time for maximum progress to heighten our ability to improve the quality of life for Wayne County citizens.

At 10:25 a.m., Commissioner Roland M. Gray returned to the meeting.

#### Recess

At 10:28 a.m., the Board of Commissioners recessed. At 10:45 a.m., the Board of Commissioners reconvened.

#### Work Session – 2005-2006 County of Wayne Budget

County Manager W. Lee Smith, III reviewed the proposed 2005-2006 County of Wayne budget with changes and deletions as requested by the Board of Commissioners, attached hereto as Attachment G.

The changes include deleting hangars at the Goldsboro-Wayne Airport and postponing the move to the first floor of the Jeffreys Building until 2006-2007. If a grant is received for the hangars, the local match of \$30,000 would be taken out of contingency.

The proposal includes funding \$1.5 million of the capital needs of the Wayne County Public Schools from sales tax and putting the remaining sales tax dollars in the County of Wayne's fund balance designated for Wayne County Public Schools capital needs and debt service.

The Planning Department staff suggested an impact fee of \$1,500 for each new home in Wayne County. It is anticipated the impact fee would bring in \$1,050,000.

County Manager W. Lee Smith, III stated his revised proposed 2005-2006 County of Wayne budget would have an ad valorem rate of 73.53 cents per \$1,000. He requested the Board of Commissioners consider the revised proposed budget at the public hearing on June 21, 2005.

After considerable discussion, the consensus of the Board of Commissioners was to hold the 2005-2006 County of Wayne budget public hearing on the latest budget recommended by County Manager W. Lee Smith, III.

**Board of Commissioners' Information**

The Board of Commissioners was advised of the following personnel changes:

1. Health  
Name of Employee – Nina Silverthorne  
Date of Employment – May 4, 2005  
Classification – Social Work Supervisor II, Part-time  
Salary - \$23.07 per hour
2. Social Services  
Name of Employee – Nicole Bubb  
Date of Employment – May 23, 2005  
Classification – Social Worker II (work against Social Worker IAT), Full-time  
Salary – \$29,442 per year
3. Solid Waste  
Name of Employee – Lawrence J. LaFragola  
Date of Employment – April 30, 2005  
Classification – Site Attendant Substitute, Part-time  
Salary - \$6.00 per hour
4. Emergency Medical Services  
Name of Employee – Carlton Greeno  
Date of Employment – May 28, 2005  
Classification – EMT-Paramedic, Full-time  
Salary - \$28,743 per year
5. Social Services  
Name of Employee – Tonya Kerr  
Date of Employment – June 20, 2005  
Classification – Income Maintenance Caseworker II, Full-time  
Salary - \$26,070 per year









**APPENDIX C**

**AFFIDAVITS OF PUBLICATION AND NOTICES OF AVAILABILITY**

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NORTH CAROLINA  
WAYNE COUNTY.

KEEP THIS AFFIDAVIT for filing with  
the Clerk of Court. Due to

Storage facilities we will not have  
another copy available.

### AFFIDAVIT OF PUBLICATION

Before the undersigned, a Notary Public of said County and State,  
duly commissioned, qualified, and authorized by law to administer oaths,  
personally appeared Teresa Bozeman

who being first duly sworn, deposes and says: that he (she) is  
Legal Clerk

(Publisher, or other officer or employee authorized to make affidavit)  
of WAYNE PRINTING COMPANY, INC., engaged in the publication of  
a newspaper known as GOLDSBORO NEWS-ARGUS, published,  
issued, and entered as second class mail in the city of Goldsboro in said  
County and State; that he (she) is authorized to make this affidavit and  
sworn statement; that the notice or other legal advertisement, a true  
copy of which is attached hereto, was published in GOLDSBORO  
NEWS-ARGUS on the following dates:

March ; April 1, 2007

and that the said newspaper in which such notice, paper, document, or  
legal advertisement was published was, at the time of each, and every  
such publication, a newspaper meeting all of the requirements and  
qualifications of Section 1-597 of the General Statutes of North Carolina  
and was a qualified newspaper within the meaning of Section 1-597 of the  
General Statutes of North Carolina.

This 30 day of April, 2007

Teresa Bozeman

(Signature of person making affidavit)

Sworn to and subscribed before me, this 30th day of

April

, 2007.

Robin S. Brady

Notary Public

My Commission expires: 10/19/10

### CLIPPING OF LEGAL ADVERTISEMENT ATTACHED HERE

#### NOTICE OF AVAILABILITY DRAFT ENVIRONMENTAL ASSESSMENT AND FONSI/FONPA FOR 2005 BASE REALIGNMENT AND CLOSURE ACTION SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA

The United States Air Force is announcing availability of a draft environmental assessment (EA), which analyzes the proposed realignment of eight KC-135R aircraft to the 916th Air Refueling Wing (ARW) and expansion of the Centralized Intermediate Repair Facility (CIRF) to support F100-220 engines for the 1st Fighter Wing at Langley Air Force Base and the 4th Fighter Wing at Seymour Johnson Air Force Base (SJAFB). The Air Force proposes to implement seven infrastructure and facility construction projects at the base to support the realignment action. The EA describes the proposal and alternatives considered and analyzes potential impacts.

Based on the EA, it was determined that the realignment actions would result in no significant impact to the quality of the natural or human environment. Therefore, an environmental impact statement is not required and a finding of no significant impact (FONSI) has been prepared. In accordance with Air Force regulations, a finding of no practicable alternative (FONPA) has also been prepared, because one of the construction projects is located within a 100-year floodplain and no other alternatives exist. A combined FONSI and FONPA document was prepared to minimize paperwork.

There is a 30 day public review period for comment on the Draft EA and FONSI/FONPA. All interested parties are invited to comment. Written statements from representatives of government agencies, public interest groups, and the public will be accepted. Written comments will be reviewed in their entirety and given equal consideration. In order to ensure the Air Force has sufficient time to fully consider public input on issues relating to the analyses contained in the EA and FONSI/FONPA, comments should be submitted to the address below by April 30, 2007.

Copies of the EA will be available for review beginning March 30, 2007 at the Wayne County Public Library and the SJAFB Base Library. To obtain a copy of the EA, or to submit written comments, address correspondence to: 4 CES/CEV, 1095 Peterson Ave. Seymour Johnson AFB, NC 27531. Phone: (919) 722-7440. Email: laura.busch@seymourjohnson.af.mil. Copies of the EA will also be available from 4th Fighter Wing Public Affairs, 1510 Wright Brothers Ave, Suite 200, Seymour Johnson AFB, NC 27531. Phone: (919) 722-0027. Email: 4fw.pa@seymourjohnson.af.mil.  
Legal #246  
March 30; April 1, 2007



NOTICE OF AVAILABILITY  
DRAFT ENVIRONMENTAL ASSESSMENT AND  
FONSI/FONPA FOR  
2005 BASE REALIGNMENT AND CLOSURE  
ACTION  
SEYMOUR JOHNSON AIR FORCE BASE, NORTH  
CAROLINA

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Ad No. 1713 3-30, 4-3-2007

NORTH CAROLINA  
WAYNE COUNTY

AFFIDAVIT OF PUBLICATION

Before the undersigned, a Notary Public of said County and State, duly commissioned, qualified, and authorized by law to administer oaths, personally appeared Rose Butts

\_\_\_\_\_, who being first duly sworn, deposes and says: that he (she) is

Office Manager  
(Owner, partner, publisher or other officer or employee authorized to make this affidavit) of MOUNT OLIVE TRIBUNE engaged in the publication of a newspaper known as MOUNT OLIVE TRIBUNE

published, issued and entered as second class mail in the City of Mount Olive, in said County and State; that he (she) is authorized to make this affidavit and sworn statement; that the notice or other legal advertisement, a true copy of which is attached hereto, was published in

MOUNT OLIVE TRIBUNE

on the following dates:

March 30, 2007  
April 3, 2007

and that the said newspaper in which such notice, paper, document or legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1,597 of the General Statutes of North Carolina.

This 30 day of April, 2007

Rose Butts  
(Signature of person making affidavit)

Sworn to and subscribed before me, this 30

day of April, 2007

Mary J. Rose  
Notary Public

My commission expires: April 29, 2008

# AFFIDAVIT OF PUBLICATION

NORTH CAROLINA  
LENOIR COUNTY ] SS

Before the undersigned, a Notary Public of said County and State, duly commissioned, qualified and authorized by law to administer oaths, personally appeared

Shirley A. Remmler

Who being first duly sworn deposes and says:

That she is Bookkeeper of

***The Free Press***

Engaged in the publication of a newspaper known as

***The Free Press***

Published, issued, and entered as second class mail in the City of Kinston in said County and State; that he (she) is authorized to make this affidavit and sworn statement; that the notice of other legal advertisement, a true copy of which is attached hereto, was published in

***The Free Press***

On the following dates: March 30<sup>th</sup>, 2007

And that the said newspaper in which such notice, paper, document of legal advertisement was published was, at the time of each and every such publication, a newspaper meeting all of the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and was a qualified newspaper within the meaning of Section 1-597 of the General Statutes of North Carolina.

This April 2<sup>nd</sup>, 2007

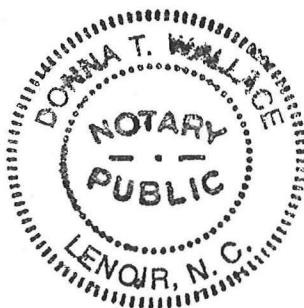
Shirley A. Remmler

Sworn to and subscribed before me, this 2<sup>nd</sup>  
Day of April, 2007

Donna J. Wallace  
Notary Public

My Commission expires: 5-1-09

The above is correctly copied from the books and files of the aforesaid Corporation and publication.





**NOTICE OF AVAILABILITY  
DRAFT ENVIRONMENTAL ASSESSMENT  
AND FONSI/FONPA FOR  
2005 BASE REALIGNMENT AND CLOSURE ACTION  
SEYMOUR JOHNSON AIR FORCE BASE,  
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3-30-07

# AFFIDAVIT OF PUBLICATION

NORTH CAROLINA  
LENOIR COUNTY ] SS

Before the undersigned, a Notary Public of said County and State, duly commissioned, qualified and authorized by law to administer oaths, personally appeared

Shirley A. Remmler

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***The Free Press***

Engaged in the publication of a newspaper known as

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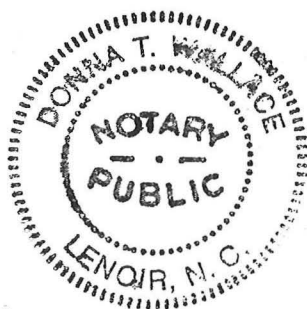
Shirley A. Remmler

Sworn to and subscribed before me, this 2<sup>nd</sup>  
Day of April, 2007

Donna J. Wallace  
Notary Public

My Commission expires: 5-1-09

The above is correctly copied from the books and files of the aforesaid Corporation and publication.



**NOTICE OF AVAILABILITY  
DRAFT ENVIRONMENTAL ASSESSMENT  
AND FONSI/FONPA FOR  
2005 BASE REALIGNMENT AND CLOSURE ACTION  
SEYMOUR JOHNSON AIR FORCE BASE,  
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**APPENDIX D**

**NORTH CAROLINA STATE CLEARINGHOUSE LETTER**

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## North Carolina Department of Administration

Michael F. Easley, Governor

Britt Cobb, Secretary

May 29, 2007

Col. Anthony Higdon  
Dept. of the Air Force  
4th Civil Engineer Squadron  
1095 Peterson Avenue  
Seymour Johnson AFB, NC 27531-2355

Dear Col. Higdon:

Re: SCH File # 07-E-0000-0341; EA; 2005 Base Realignment and Closure (BRAC) actions at Seymour Johnson AFB and various infrastructures improvements in Wayne County

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act.

No comments were made by any state/local agencies during the course of this review. If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

A handwritten signature in cursive script that reads "Chrys Baggett 11/576".

Ms. Chrys Baggett  
Environmental Policy Act Coordinator

cc: Region P

*Mailing Address:*  
1301 Mail Service Center  
Raleigh, NC 27699-1301

*Telephone:* (919)807-2425  
*Fax* (919)733-9571  
*State Courier* #51-01-00  
*e-mail* Chrys.Baggett@ncmail.net

*Location Address:*  
116 West Jones Street  
Raleigh, North Carolina

NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW

STATE NUMBER: 07-E-0000-0341

F03

DATE RECEIVED: 04/27/2007

AGENCY RESPONSE: 05/22/2007

REVIEW CLOSED: 05/27/2007

MS RENEE GLEDHILL-EARLEY  
CLEARINGHOUSE COORD  
DEPT OF CUL RESOURCES  
ARCHIVES-HISTORY BLDG - MSC 4617  
RALEIGH NC

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DENR LEGISLATIVE AFFAIRS  
DEPT OF AGRICULTURE  
DEPT OF CUL RESOURCES  
DEPT OF TRANSPORTATION  
EASTERN CAROLINA COUNCIL

PROJECT INFORMATION

APPLICANT: Dept. of the Air Force

TYPE: National Environmental Policy Act

ERD: Environmental Assessment

DESC: 2005 Base Realignment and Closure (BRAC) actions at Seymour Johnson AFB and various infrastructures improvements in Wayne County

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:

☒ NO COMMENT

☐ COMMENTS ATTACHED

SIGNED BY:

Renee Gledhill-Earley

DATE:

5.22.07



HISTORIC PRESERVATION OFFICE

CH 07-0976

A-@/ARC-15 8/24/07  
5-NC 6/22

5/24

MAY 11 2007

NORTH CAROLINA STATE CLEARINGHOUSE  
DEPARTMENT OF ADMINISTRATION  
INTERGOVERNMENTAL REVIEW

STATE NUMBER: 07-E-0000-0341

F03

DATE RECEIVED: 04/27/2007

AGENCY RESPONSE: 05/22/2007

REVIEW CLOSED: 05/27/2007

MS MELBA MCGEE  
CLEARINGHOUSE COORD  
DENR LEGISLATIVE AFFAIRS  
ARCHDALE BLDG - MSC # 1601  
RALEIGH NC

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DEPT OF CUL RESOURCES  
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If additional review time is needed, please contact this office at (919) 807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED:



NO COMMENT



COMMENTS ATTACHED

SIGNED BY: \_\_\_\_\_

DATE: \_\_\_\_\_

5/22/06

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